Latitude 38

VOLUME 164, OCTOBER 1992

CIRCULATION: 48,000

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Mailing Serv., Inc.

DON'T LET THIS HAPPEN TO YOUR . . .



BOAT!

Coming home from a great sail or coming down to the boat to go on one, you shouldn't encounter something like this.

SECURITY: Day and Night security in our Parking lot, on our docks and in our Marine Center. Secured gatehouses and secured common facilities; our on-site staff patrols the property to prevent your property from being damaged or stolen. No guarantee but extraordinary precaution. Winter is coming, your boat should be here with us.

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GRAND MARINA
GENTRY - ANDERSON

FREE HAULOUT WITH SIX MONTH BERTH LEASE

THE POWER PLAY

Doug Taylor often sails Big Boat Series. But this year, instead of shipping his J-35 over from Hawaii, he and three of his regular crew flew to San Francisco Bay and chartered a J-105, snagging Bay sailor Jeff Trask for their "local knowledge."

And what better boat to race under Doug's Waikiki Yacht Club burgee than the Pineapple-powered J-105 "Oeno," owned by Napa winemaker Tony Soter!

"Oeno" (renamed "Zamboni" for the regatta) finished first in 4 out of 5 races, winning the series handily—in Doug's words, "The fastest J-105 out there."

The J-105's sail with strictly controlled class sails, making sail shape the source for boat speed.

Sails are the tools of successful sailing; Pineapple Sails are the power tools.



photo: John Arndt

Zamboni (alias Oeno)*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at:
West Marine Products in Oakland or Stockton
Svendsen's in Alameda • Seabird Sailing Center in Berkeley

Pineapple Sails
Oakland California
Kame Richards

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*Powered by Pineapples

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123 SECOND STREET, OAKLAND, CALIFORNIA 94607

WHY AN ISLAND PACKET?



STRUCTURAL INTEGRITY

- Fully protected rudder and prop
- Failsafe rack and pinion steering system
- Integral hull and keel provides the strongest possible construction with no keel bolt worries or maintenance
- 10 year structural and blister warranty; 2 year warranty on all components including engines, winches, pumps, etc.
- Premium components used throughout: pretinned wiring, anhydrous hose, Polyclad gelcoat, Triaxial knitted fiberglass cloth

PERFORMANCE

- Versatile cutter rig with Harken furling on both headsails for ease of handling and maximum performance
- 1990: IP 35 wins Newport to Bermuda Race
- 1991: IP 44 wins Caribbean 1500 Race
- 1992: IP 44 outsails the competition in *Sail Magazine* Boat Rally
- Modern hull design with full foil keel provides stiff, stable sailing

FEATURES

- Large volume, well appointed interiors
- Abundant storage space
- Stainless opening ports
- Two private staterooms
- All berths 6'6" long
- Excellent engine access

Take Advantage of Our Passage Maker Package on All Island Packets Purchased by Oct. 25th

- **Micrologic GPS**
- **Autohelm Windmachine**
- **Dodger**
- **Refrigeration**
- **Feathering Prop**
- **Stereo**
- **ICOM M-56 VHF**
- **CQR Anchor**

$9,900 VALUE

PassageYachts INC
1220 Brickyard Cove
Pt. Richmond, CA 94801
(510) 236-2633
Fax (510) 234-0118

TEST DRIVE AN ISLAND PACKET OCTOBER 24TH

- Boat Rides (by reservation)
- Door Prizes
- Barbecue
- Refreshments

R.S.V.P. Required

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COVER PHOTO: *Latitude 38*/Richard
Riding the rails to Santa Cruz

Graphic Design: Colleen

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

SELLERS: WE HAVE MORE PEOPLE LOOKING AT SAILBOATS THAN ANYONE IN NORTHERN CALIFORNIA. FOR RESULTS LIST WITH PASSAGE.

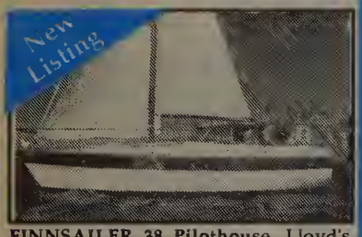
ON DISPLAY



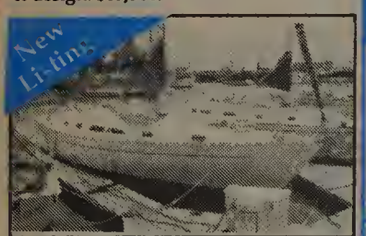
TASWELL 49. Impressively equipped including bow thruster. Customized and elegant. Call for appointment. $449,000.



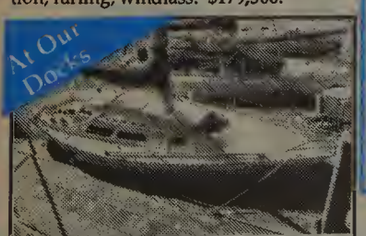
BENETEAU 375. 1985. Exceptionally clean performance cruiser. Traditional teak interior. Don't miss this one. $72,900.



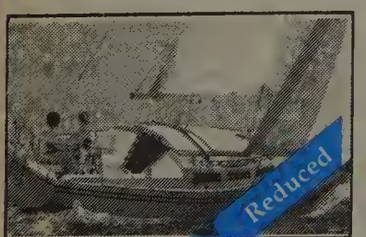
FINNSAILER 38 Pilothouse. Lloyd's specs. Fully equipped bluewater cruiser. You will appreciate the quality, condition & design. $69,500.



1989 PASSPORT 41. Bob Perry's masterpiece of function and beauty. Mint condition, furling, windlass. $179,500.



1983 ISLANDER 28. Excellent condition. Great one-design starter boat. $24,900.



CATALINA 30. Exceptionally clean. Popular one-design. Ready to go. $45,000.

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28' ISLANDER, 1984 24,900
30' CATALINA, 1987 45,000
30' MOORE, 1985 32,000
30' DUFOUR, 1970, refurbished 19,900
30' SANTANA, 1976, diesel 21,500
32' ERICSON, 1976 .... make offers 24,000
32' VALIANT, 1977 epoxy bottom . 45,000
32' ISLANDER, 1977 28,500
32' WESTSAIL, 1979 59,500
33' APHRODITE, 1977 24,000
33' PEARSON, 1986 65,900
34' WYLIE, 1980 39,500
35' CHRIS CRAFT, 1963 ..... 2 from 29,900
35' NIAGRA, 1981 59,500
36' ISLANDER, 1975 43,000
36' FREEDOM, 1975 114,500
36' PEARSON, 1985 ..... offers 85,000
36' S-2, 1979, ctr cockpit 72,900
36' CATALINA, Bristol 59,000
37' PASSPORT, 1988 115,000
37' TAYANA, 1985 89,500
38' FINNSAILER Motorsailer, 1978 69,000
38' SABRE, 1988 159,000
38' MORGAN, 1979 61,000
40' BERMUDA, Hinckley, 1964 134,000
41' MORGAN KETCH, 1979 69,900
41' CT KETCH 59,900
41' HINCKLEY, 1965 120,000
41' PASSPORT, 1989 179,500
41' NELSON-MAREK, 1982 59,900
41' C&C, 1984 114,500
42' PEARSON 424 ketch ..... Ask
43' CHEOY LEE M/S, 1988 249,500
47' RHODES M/S, 1971 125,000
49' HINCKLEY, 1973 285,000
49' TASWELL, 1991 449,000
51' PASSPORT, 1983, ctr cockpit .. 325,000
53' MASON, 1984 325,00

POWER

32' GRAND BANKS, wood ..... firm 40,000
34' CALIFORNIAN TRAWLER 56,500
36' TIARA OPEN 260,000
36' TIARA CONVERTIBLE, 1990 179,000
38' PT TRAWLER, 1979 65,000
43' TIARA CONVERTIBLE, 1991 425,000
52' BESTWAY 239,000

• BENETEAU BROKERAGE •

31' BENETEAU FIRST race, '91 69,000
32' BENETEAU FIRST, 1983 39,000
34' BENETEAU FIRST 345, '88 79,000
34' BENETEAU OCEANIS 350, 1988 75,000
37' BENETEAU FIRST 37.5,'85 72,500
40' BENETEAU FIRST 405, '89 .. 129,500
42' BENETEAU, FIRST 42 129,000
43' MOORINGS 432, '87 140,000
43' BENETEAU OCEANIS 430 175,000
45' BENETEAU FIRST 45f5, '91 239,000

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1220 Brickyard Cove Rd.
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(510) 236-2633

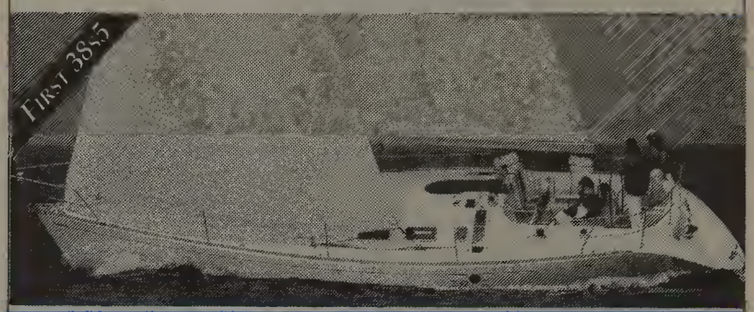
WHY A BENETEAU?

Because the Sea Demands the Best And so Should You...



STRUCTURAL INTEGRITY

- Exclusive Beneteau Watershield System providing a 10 year structural and blister warranty
- Inward flanged hull to deck joint fastened with aircraft bolts
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- Over 100 years of boat building experience
- Stock boats compete and win world class racing events such as BOC, Fastnet, Kenwood Cup, SORC.
- Beneteau is the exclusive supplier to the Moorings for their worldwide charter fleet.
- Beneteau industrial engineering is superior to any other manufacturer resulting in more quality and value.

FEATURES

- 14 models 21' to 62' to choose from with a choice of layouts and interior wood finishes
- Low maintenance exteriors: premium gelcoats and top quality deck hardware keep a Beneteau looking Bristol for years.
- Sailing ease: roller furling, single line reefing, furling main on Oceanis models over 35 feet.
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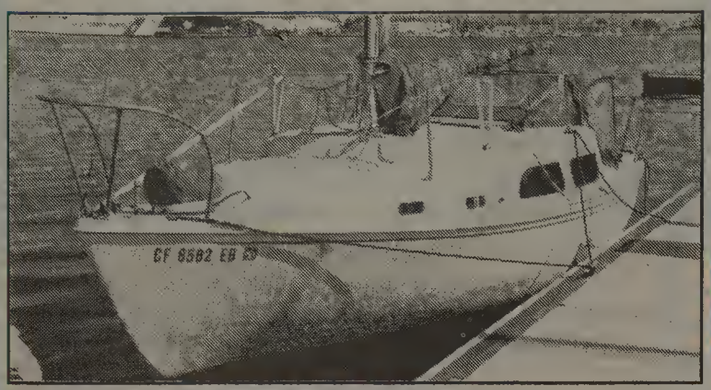
- Boat Rides (by reservation)
- Door Prizes
- Barbecue
- Refreshments

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SMALL YACHT DIVISION

Specializing in boats under $25,000



25' CORONADO 1968

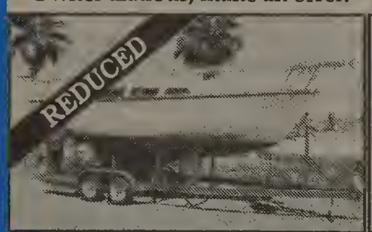
Owner left the country and we have the boat. She includes sails, outboard, dodger, roller furling and more. Great family beginner boat. Valued at well over $5,000. Will seriously consider any offer. She will be sold "AS IS WHERE IS". Contact Mike for further information. Located at our docks.



25' SEIDELMANN 6,900
Owner anxious, make an offer.



27' CATALINA..... Call 4 great price.
Great family boat w/inboard.



26' CHRYSLER w/trlr 11,850
Out of state owner wants offers!



28' CONTEST 21,9000
Very clean, great pocket cruiser.

BROKER'S CHOICE

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23'	MERIT, trailer, dealer demo	6,900
25'	CATALINA	22,500
25'	SEIDELMANN	6,900
26'	PEARSON	Just Listed
26'	CHRYSLER, trailer	11,850
27'	CATALINA, inboard	9,900
27'	ERICSON	12,900
27'	CAL III	19,500
28'	CAL 9.2	Just Listed
28'	CONTEST	21,900
28'	P (Folkboat) "woodie"	7,800
28'	CAL	9,995
29'	CAL	2 from 16,900
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30'	HUNTER, dsl, wheel	24,500
30'	BENFORD pocket cruiser	24,500
30'	WILDERNESS	14,500

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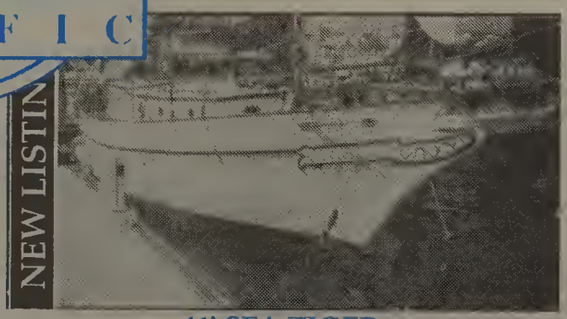
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3 stateroom model which includes a dodger, full batten main, roller ruling, Perkins Prima diesel and much more. Here's your chance to purchase a virtual new boat at a used boat price. At our docks and asking only **$175,000.**



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This Sea Tiger 41 is a traditional bluewater cruiser with Aluminum spars, good sail inventory, recent LPU paint to deck house and a FRESH bottom. An extraordinary opportunity for the discriminating sailor to acquire a fine offshore yacht. **$68,500.**

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30'	BENFORD	24,500	
30'	CAPE DORY	69,950	
30'	BABA	58,000	
31'	CRUISING CATAMARAN	44,500	
32'	MORGAN	37,500	
32'	WESTSAIL	59,900	
32'	ALUMINUM CUSTOM	56,000	
32'	RUSTLER	27,000	
32'	ANASTASIA	44,500	
32'	ENDEAVOUR	28,900	
34'	CORONADO	29,500	
34'	ERICSON 1989	74,500	
35'	FORMOSA	39,500	
36'	FREEPORT ISLANDER	64,500	
36'	MORGAN OUT ISLAND	39,500	
36'	SABRE	110,000	
36'	UNION	59,900	
37'	PASSPORT	129,900	
37'	RAFIKI	85,000	
39'	CAL CORINTHIAN	79,900	
40'	FUJI	89,500	
40'	COLUMBIA	39,500	
40'	CHEOY LEE OFFSHORE 40	59,000	
41'	SEA STAR	89,500	
41'	KINGS LEGEND	77,000	
41'	ISLANDER FREEPORT	79,000	
41'	MORGAN OI	79,000	
42'	PEARSON 424	98,000	
43'	OCEANIS 430	175,000	
44'	MASON KETCH	225,000	
44'	CSY	87,500	
46'	CAL III	129,000	
47'	VALIANT	210,000	
47'	PH MOTORSAILER	119,000	
48'	CHEOY LEE	114,900	
48'	MAPLE LEAF	119,000	
50'	CAULKINS	75,000	
50'	STEVENS PH	445,000	
50'	KETTENBURG	75,000	
51'	PASSPORT	299,000	
55'	TAYANA	369,500	
57'	SWAN	*Reduced* 395,000	
68'	DEERFOOT	495,000	

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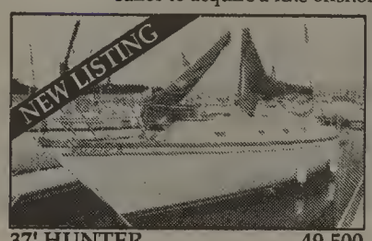
NEWS BRIEFS

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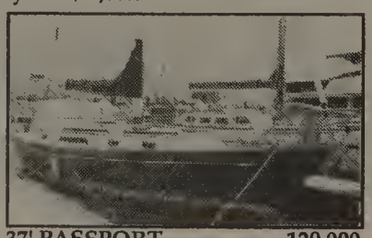
Cruising World Pacific is pleased to announce the addition of **RICHARD NATHANSON** to our sales staff in Marina del Rey.

BOATS OF THE MONTH

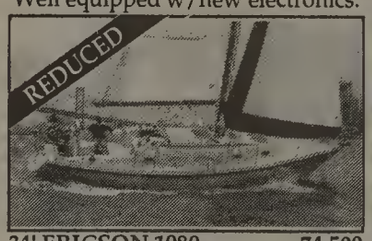
Looking to Go Cruising? Are you on a Budget?
Look at what we have for ***under $30,000.*** Both have been cruised, are equipped and ready to go again.
32' Rustler and a **30' Golden Gate.**
We also have many boats over $30,000 which are ready to go.



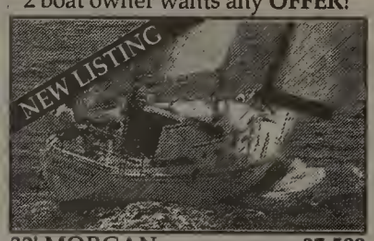
37' HUNTER 49,500
Well equipped w/new electronics.



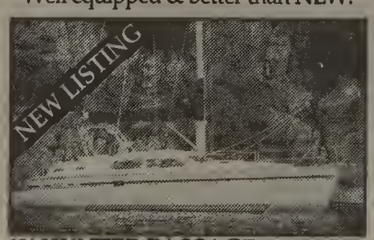
37' PASSPORT 129,000
2 boat owner wants any **OFFER!**



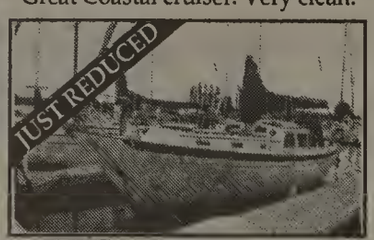
34' ERICSON 1989 74,500
Well equipped & better than NEW!



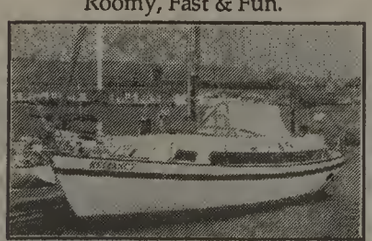
32' MORGAN 37,500
Great Coastal cruiser. Very clean.



42' HUNTER PASSAGE 177,500
Roomy, Fast & Fun.



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Cleanest & best equipped on West Coast.



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Diesel, wheel and very clean.

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15% Discount on orders placed during November.

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City of San Francisco
"Gone With the Wind" / Bill LeRoy .. 1st

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"Swiftsure" / Sy Kleinman 1st

J-35
"Abba-Zaba-Jab" / Larry Harvey 1st

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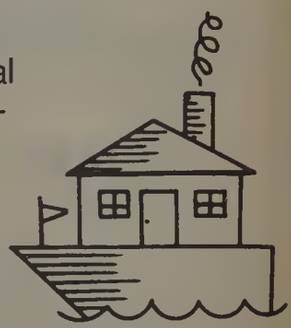
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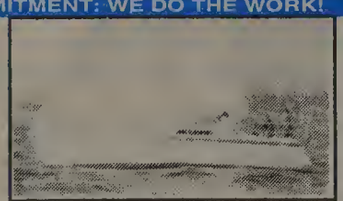
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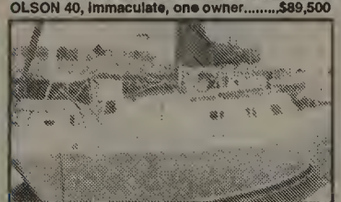
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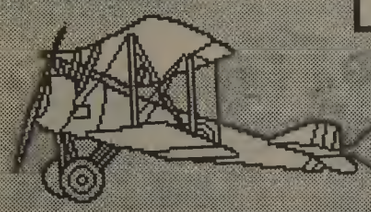
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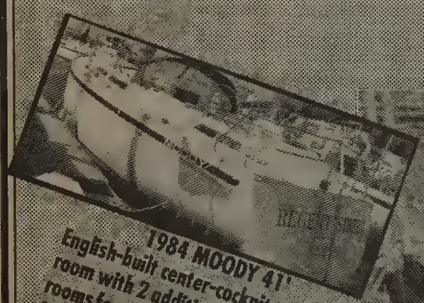
Sales: *Jack Meagher*
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OPEN BOAT WEEKEND

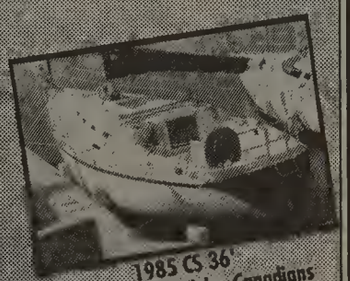
(The way to BUY & SELL boats in the '90s)

OCTOBER 11 & 12

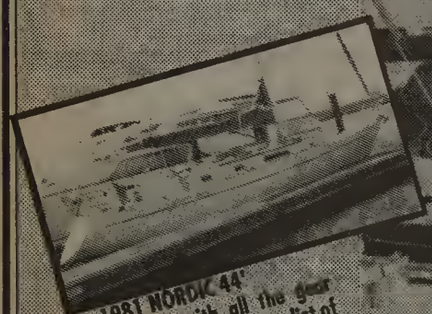


1984 MOODY 41'
English-built center-cockpit, aft-state-room with 2 additional forward state-rooms for crew/family. Nicely equipped & maintained. Asking $98,500.

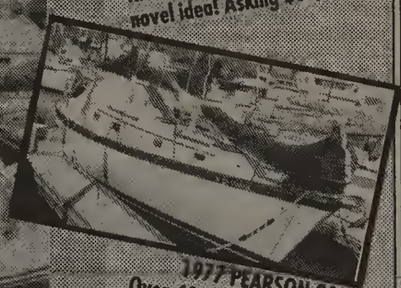




1985 CS 36'
Skillfully crafted by Canadians to minimize the time spent working on a boat while maximizing the time spent sailing it. What a novel idea! Asking $64,900.

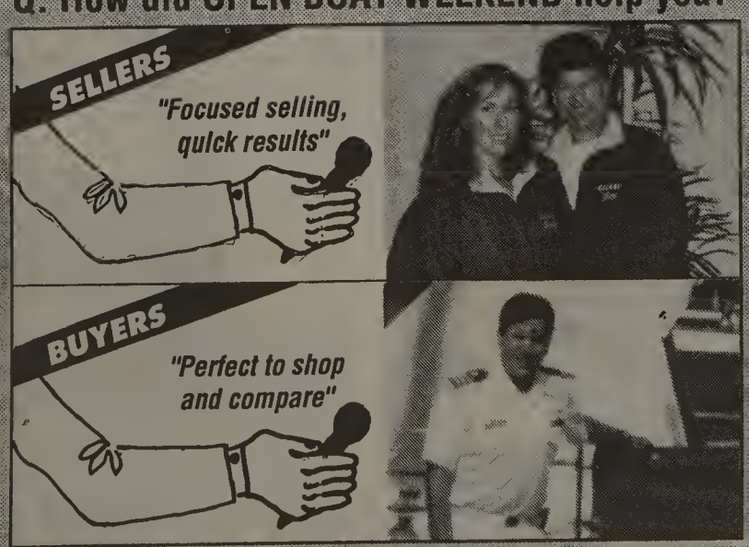


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• 31' DUFOUR	29,950
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•41' MOODY CC	98,500
•37' ENDEAVOUR	67,500
•36' SCYLLA CC	57,500

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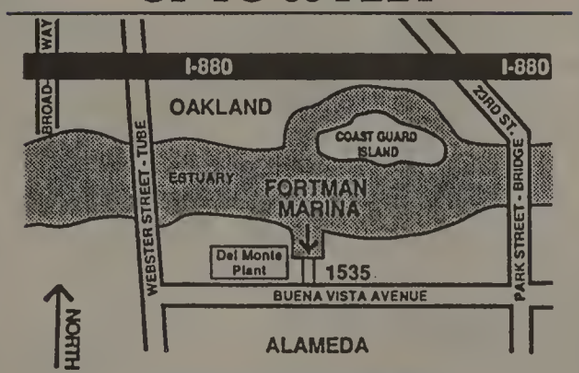
•48' TOLLY	160,000
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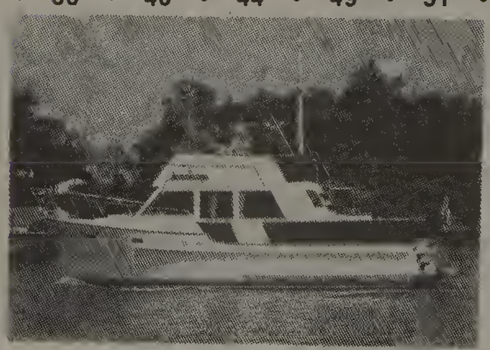
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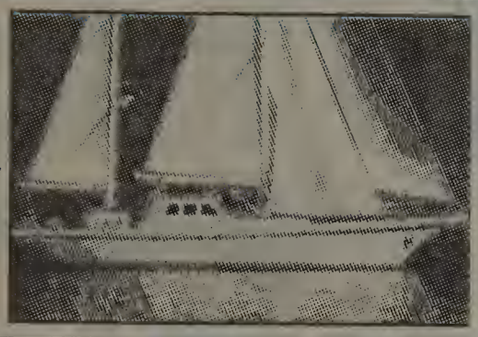
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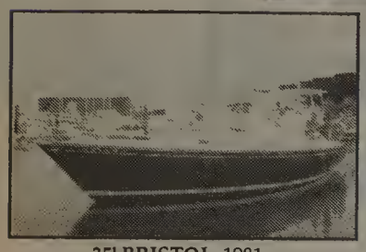
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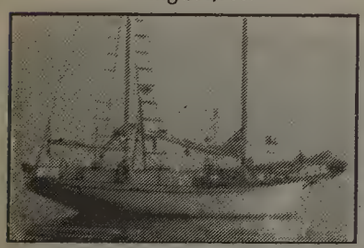
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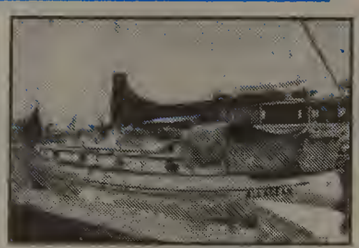
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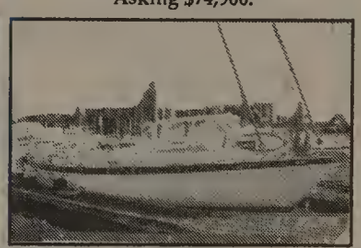
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38' VAGABOND, '87 (Oxnard)	95,000
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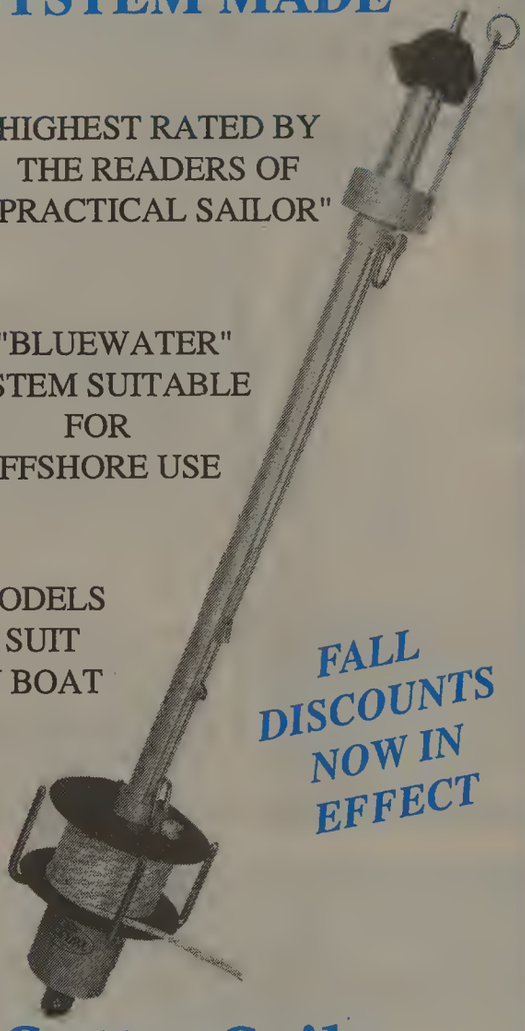
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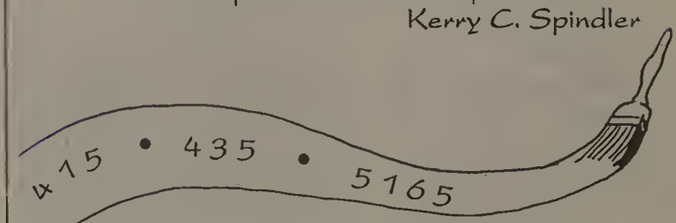
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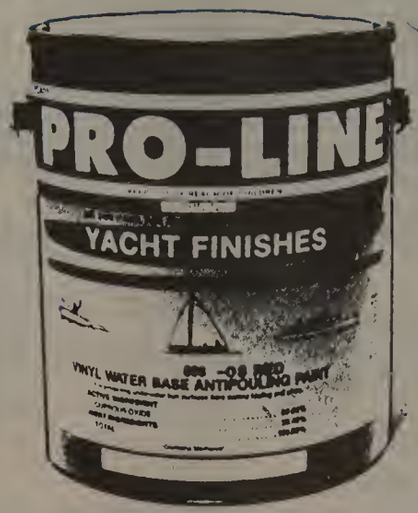
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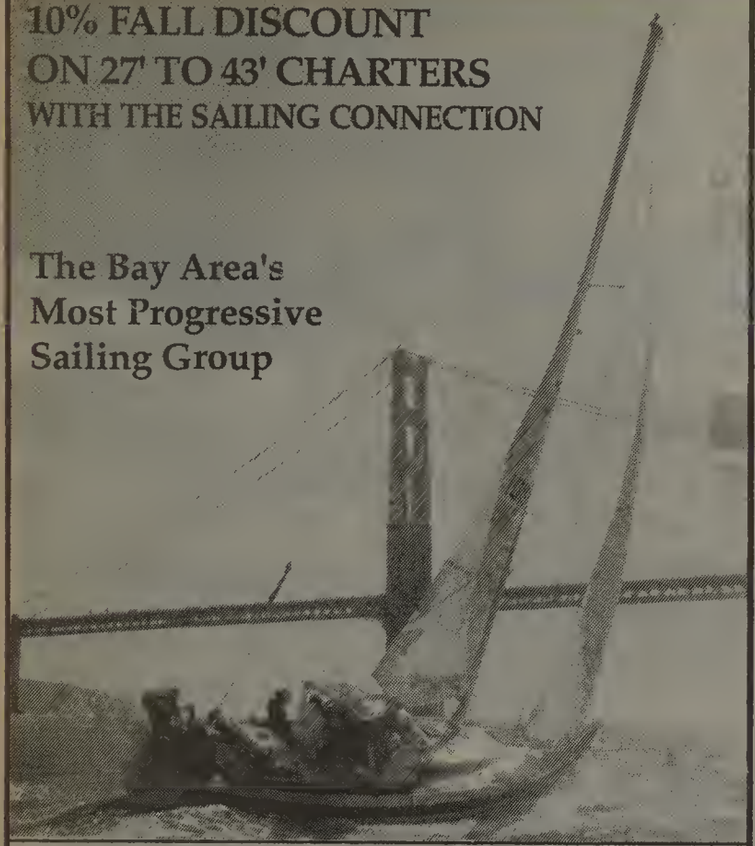
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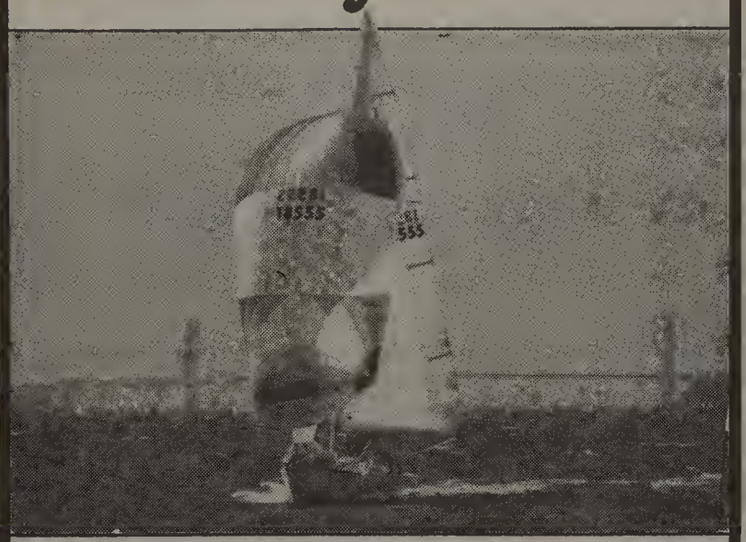
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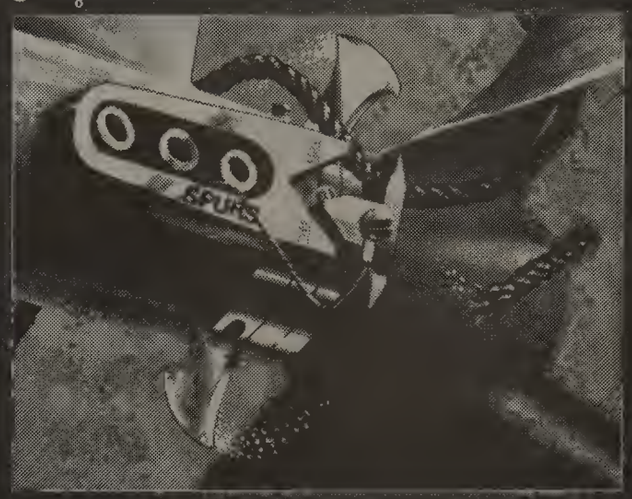
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seal above and below the waterline?	✓		
even seal again with partially used cartridges 20, even 30 days, later?	✓		



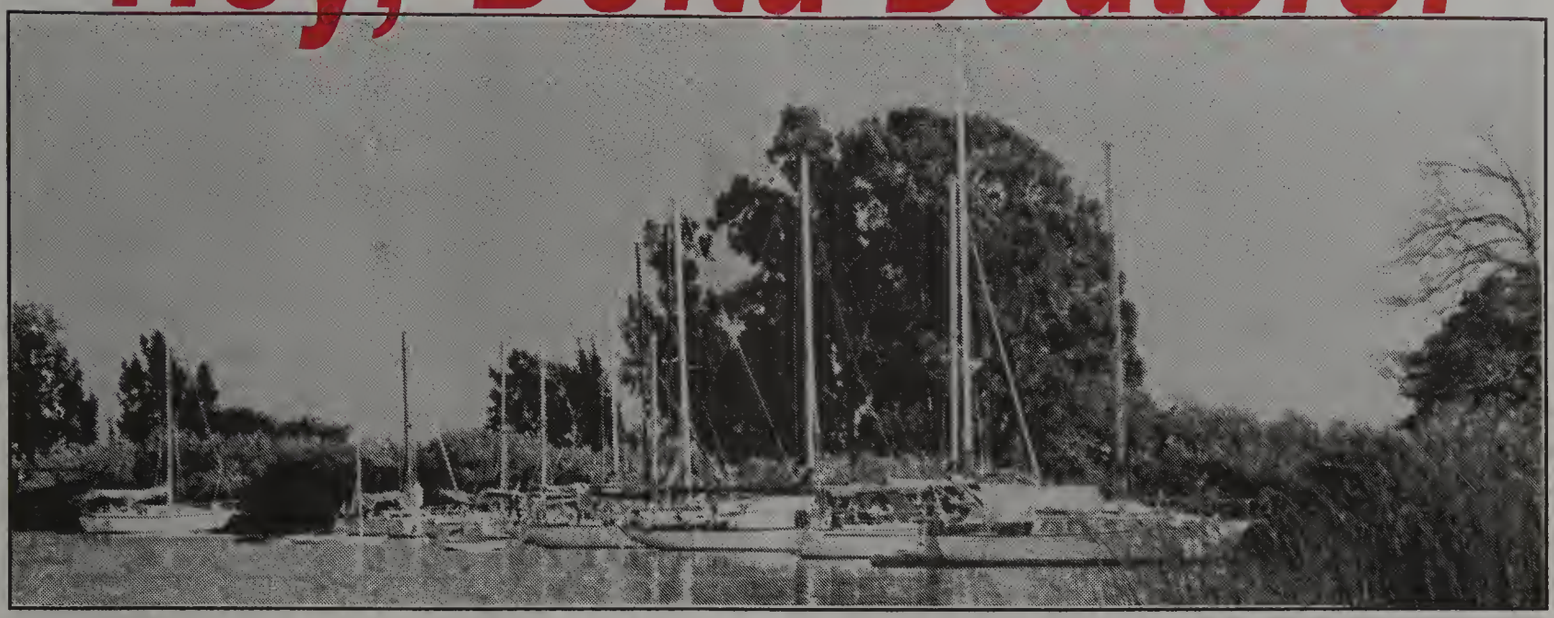
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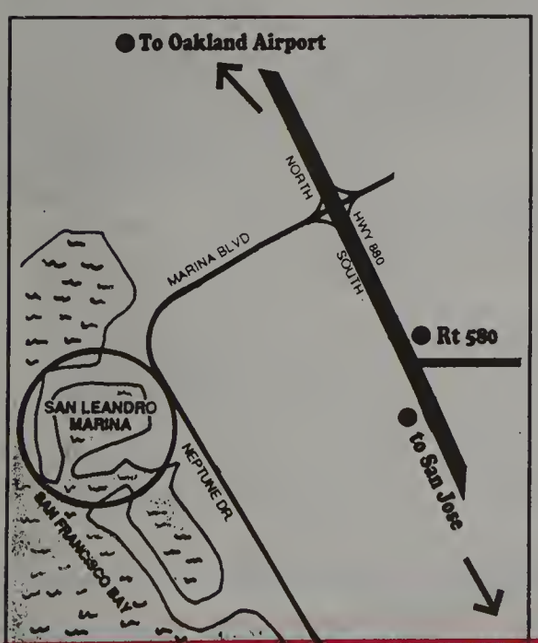
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Eoch student docks under power 16-20 times over the finol two weekends of this course. About holf the docking on the third weekend will be in 10 to 20 knot winds during the ofternoon. (3 to 4 students).

- One Weekend Package: 14 hours, $265
- Three Weekend Package: 42 hours, $695
- Five Doy Package: 40 hours, $595

*** ASA BAREBOAT CHARTERING & NIGHT SAILING**

This 3-day, 2-night intensive course begins with extensive docking under power in both 36'+ ond 40'+ soilboots. Then we dock under soil. Early thot evening, we heod out the Golden Gote to introduce oceon soiling. This course olso covers boot systems, onchoring, emergency procedures, odvonced soiling techniques, the Quick-Stop crew overboord recovery method ond navigation.

Navigation and Plotting – For four hours, eoch student will be given on individuol plotting boord ond will perform honds-on novigotion while sitting in the cockpit. (3 to 4 students).

- Friday ot 9 am to Sundoy at 5 pm, $395

*** COASTAL NAVIGATION**

Lecture: Soturdoy, 9:00-4:30. Clossroom lecture ond plotting exercises.

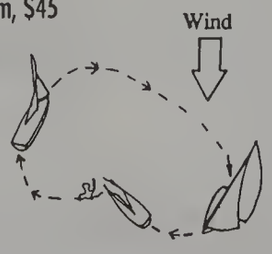
On-The-Water: Sundoy 9:00-4:30. All students to novigote with plotting boords while soiling oround the Bay. Eoch student to execute o wide ronge of stondord ond odvonced novigotion procedures.

- Limited to 5 students, $195

*** Docking Practice Under Power:** This clinic consists of o continuous series of different docking procedures. (30 -36' soilboot).
Soturdays 4 to 7 pm, $45

*** Crew Overboard Recovery Practice**

The Goal of the Quick-Stop: In o 15-25 knot wind retrieve o weighted buoy in under 75 seconds, two out of three times. Soturdoys 4 to 7 pm, $45.



*** Celestial Navigation:** Tuesdoy ond Thursdoy clossroom lecture.
7:00 pm-10:00 pm, $99

HEAD INSTRUCTOR: JOHN CONNOLLY

CALENDAR

Nonrace

Oct. 3 — "Safety at Sea Seminar," this year brought to you by Sailing Education Adventures, The Cruising Club of America, PICYA, West Marine Products, USSA and *Cruising World*. Excellent speakers, multi-media presentations, on-the-water demonstrations, gear inspections and more make this an informative and entertaining day; 9 a.m. to 5 p.m. at the Cowell Theatre in Fort Mason; $45 entry fee includes a box lunch; SEA, 775-8779.

Oct. 3 — Morro Bay Harbor Festival. Call this toll-free number for the lowdown: (800) 231-0592.

Oct. 3 — Express 27 Speed Seminar at Richmond YC; 10:30 a.m.; Steve Lake, (510) 526-3612.

Oct. 4 — Boats on the Boardwalk, the second annual vintage boat show on the waterfront of Old Sacramento. A fundraiser for the Sierra Adoption Service. Dana Phillips, (916) 366-1146.

Oct. 4 — Whitbread veteran John Jourdane, author of "Icebergs, Port and Starboard," will be at the Armchair Sailor Bookstore in Sausalito to sign his new book and show an unreleased video of the last Round-the-World Race; 1-4 p.m.; David or Tamara, 332-7505.

Oct. 7 — *Latitude 38*'s Mexico Crew List Party, 6 p.m. to 10 p.m. at the Sausalito YC (next to the ferry dock in downtown Sausalito). See Mexico Crew List feature elsewhere in this issue for details, or call us at 383-8200 for more.

Oct. 10 — Palo Alto YC's Lecture Series: "*Synergy*'s Pacific Circumnavigation — Micronesia and Japan, from Pohnpei and Truk to Honshu and Hokkaido." A free presentation with slides, music and narration by David Cohan and Sharon Jacobs. PAYC (643 Blair Island Rd., Redwood City); 8 p.m.; info, 364-6172.

Oct. 10 — Third Annual Bay Sail for all multihulls, a cruise from Richmond to Crissy Field to watch the Blue Angels. Free hot dogs and chili afterwards. Sponsored by Hobie Fleet 17; Kit Wiegman, (916) 338-4678.

Oct. 10-15 — Fleet Week '92, including the popular Blue Angels Air Show at 1 p.m. on Saturday, October 10 (weather permitting). See *Sightings*. Senior Chief James Jones, 395-3923.

Oct. 14 — 1992 Kenwood Cup on ESPN. Turn on the boob tube at 10:30 PST to catch the action. If you miss this one, the show will be repeated on Friday, Oct. 16, at noon. ESPN, (203) 585-2000.

Oct. 17 — Master Mariners Cruise to Drake's Bay, complete with oyster feed. Dan Drath, 851-7601.

Oct. 17-18 — Ericson 27 Change of Watch Cruise-In. For location and details, call Bill Lewis, (408) 432-3000, ext. 1126.

Oct. 18 — Coast Guard Appreciation Day, presented by the Pacific Inter-Club Yacht Association at Encinal YC. A Coast Guard cutter will be there for public inspection, and there is a possibility that the *Californian* will also be there. Noon to dusk; free; Bob Usher, (408) 286-0101.

Oct. 21-25 — US Sailing Annual General Meeting, held this year at The Monteleone Hotel in New Orleans. USSA, (401) 849-5200.

Oct. 22 — YRA Trophy Presentation for season champions. Invitation only; SF Maritime Museum; 6-9 p.m.; YRA, 771-9500.

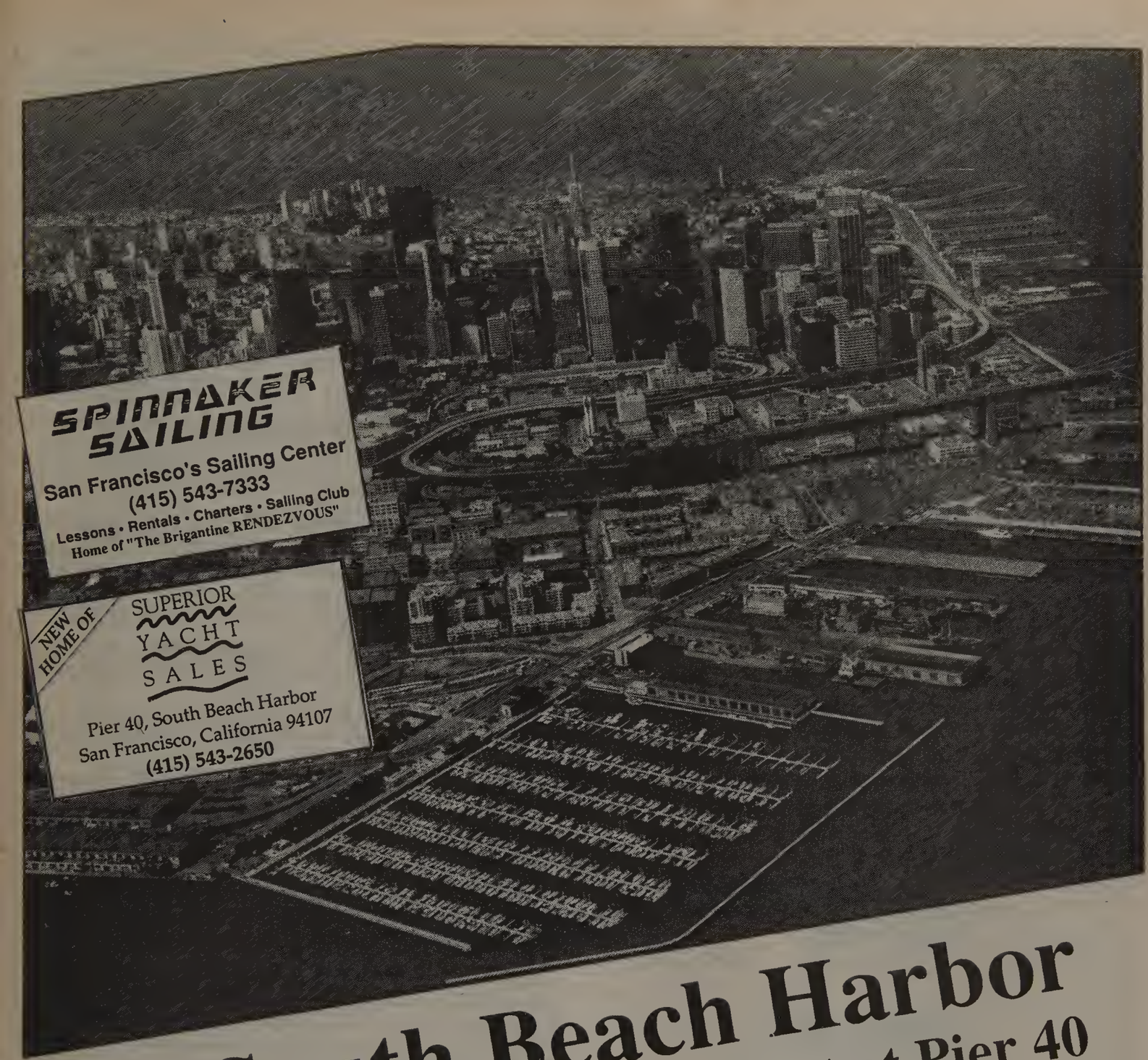
Oct. 24 — West Marine Products' Biannual Marine Flea Market. Come to buy or sell (booths are $10 for sellers — hurry, space is limited); 9 a.m. to 2 p.m. at the Sausalito store; Bobbi or Rann, 332-0202.

Oct. 24 — Baja Info Day at Armchair Sailor Bookstore (Sausalito), featuring Baja cruising guide author Jack Williams. 10 a.m. to 1 p.m.; free; ASB, 332-7505.

Nov. 6 — "Family Cruising," a free slide show by Art Whitney. Stockdale Marine Theatre (Sacramento); 7:30 p.m.; Ryan, (916) 332-0775.

Nov. 7 — Trophy Swap at Berkeley YC, 8-12 a.m.; YRA, 771-9500.

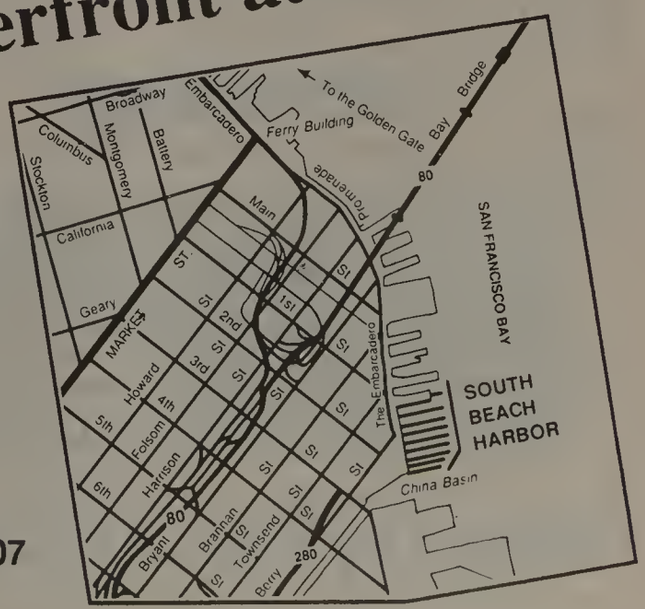
Nov. 14 — Palo Alto YC's Cruising Lecture Series: "Double-handed Sailing — Lessons From the Pacific Cup for High Performance Shorthanded Cruising," a free presentation by Stan Honey.



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CALENDAR

PAYC; 8 p.m.; Info, 364-6172.

Racing

Oct. 2-4 — Fall One-Design Championship for Santana 35s, Etchells, J/29s, Olson 30s, Olson 25s and J/24s. San Francisco YC; Jeff Madrigali, (510) 522-5373 (work).

Oct. 3 — Hans Christian Regatta, sponsored by Encinal YC. Joe Tynix, 591-3430.

Oct. 3 — Second Annual "It Ain't Over 'til It's Over" Race Series begins. Laid-back non-spinnaker pursuit races beginning off host South Beach YC around noon. Held "almost every" every Saturday until March 27. Absolutely free. Scott Selover, 941-4266.

Oct. 3-4 — Singlehanded Sailing Society's Vallejo 1-2 Race, starting from Southampton Shoals this year. Singlehand up, bring a friend on the way back. Pat Zajac, (510) 232-9965.

Oct. 3-4 — Star PCCs, a tune-up for the main event. Five races on the Circle. StFYC, 563-6363.

Oct. 10-11 — Half Moon Bay Race, the final ocean race of the year. No entry fee! Island YC/Half Moon Bay YC. YRA, 771-9500.

Oct. 10-11 — El Toro Stampede at Richmond YC. Ron Locke, (510) 846-9136.

Oct. 10-16 — Star Worlds, the pinnacle of international one design racing. StFYC, 563-6363.

Oct. 17 — Chispa Regatta in Lasers, the last of four annual PICYA interclub challenge races. Can St. Francis YC pull off the quadruple whammy? Tom Allen, 474-7474.

Oct. 17 — Women Skipper's Invitational, a PHRF race for women skippers (crew may be either gender). Berkeley YC; Bobbi Tosse, (510) 939-9885.

Oct. 18 — Nimitz InterClub Team Race, a 'level-sum' team racing event sponsored by Berkeley YC. The aggregate PHRF rating of the three boats on your yacht club's team must be 500 or more. See *The Racing Sheet*. Diana Freeland, (510) 658-6687, or Paul Kamen, (510) 540-7968.

Oct. 22-25 — First West Coast F-27 Regatta/Cruise/Get-together, hosted by Fleet 1 (Southern California) and Cabrillo Beach YC (Long Beach). In the future, this event will rotate between SoCal, the Bay Area and the Pacific Northwest. Rob Watson, (916) 455-8017.

Oct. 23-25 — St. Francis YC International Masters Regatta, a US Sailing championship for skippers over 55 and crews over 45. Five races in J/24s, followed by sea stories at the bar. StFYC, 563-6363.

Oct. 24-25 — ODCA Champion of Champions and HDA Yankee Cup Regatta. Who's the best of the best? Richmond YC. John Super, 243-0426; Bill Keith, 972-7620; or Bill Murphy, (510) 675-2836.



LATITUDE/ROB

Hallmark has declared October 'Be Nice to Your Bowman Month'.

Oct. 31 — Jessica Cup Regatta, a race for larger 'traditional' yachts. St. Francis YC; regatta chair Anna Peachy, 435-8044.

Oct. 31 — Red Rock Regatta, an invitational Halloween bash for North Bay yacht clubs. Tiburon YC, 789-9889.

Oct. 31-Nov. 1 — Great Pumpkin Regatta. One design starts for

MOVERS & SHAKERS

Boat Works manager keeps business afloat

MacLean runs a tight ship at China Basin yard

By Harry Jupiter
Reprinted with permission from the San Francisco Examiner



EXAMINER/JOHN STOREY

Jock MacLean, *manager of the San Francisco Boat Works likes to work on racing sailboats and old wooden boats the best.*

When a San Francisco sailor needs work on the hull of his boat, chances are he heads for the San Francisco Boat Works at China Basin. The yard has room for 50 vessels on its 2 1/2 acres, and there usually are at least 30 boats on jack stands or cradles.

Watching a crane lift a boat out of the water and swing it to its supporting blocks for an overhaul is an attention-grabber that stirs memories of busier, lustier days along the San Francisco waterfront.

Landlubbers lunching or enjoying a drink at The Ramp, a pleasant spot adjacent to the Boat Works, can see yachts hauled out of the bay for scraping, painting and other repairs. It leads to a bit of daydreaming, wistful thoughts of sailing away from offices and jobs.

Lachlan Mor MacLean is knows to employees and customers at the Boat Works as Jock. He's 35 and this is his ninth year as manager of the boatyard. He loves it.

"The things I like to do the most," he said, "are working on racing sailboats and old wooden boats."

There's plenty of work. The facility handles boats ranging in length from 20 feet to 70 feet.

"We have two 40-ton travelifts and a 40-ton crane to get boats out of the water and move them around the yard," MacLean said. "We do about 800 boats a year.

"Some people rent space and our equipment for getting the boats out of the water and then do the work themselves. We work on about 60 percent of the boats that come in."

"We have specialists so we can install new engines, masts, plumbing, new electrical systems. Lots of people paint their own boats, but we do a lot of painting, too."

The size of the boat is significant. Charges are directly related to length, starting with the basic fees. Hauling the boat out of the water, a high-pressure wash and launching it after work is completed costs $6.75 a foot.

That's $135 for a 20-foot boat, $405 for a 60-footer. The largest boat on the yard last week was a 45-foot salmon trawler.

"The trawler just had a big piece of its bow replaced," MacLean said. "She hit Chimney Rock, right off Point Bonita, in the Marin side of the Golden Gate. A 6-by-5-foot piece of steel had to be replaced." The job cost about $5,000.

Labor costs range from $50 an hour for bottom prep and painting to $65 an hour for welding and electrical work. There are fees, too, if cranes or travelifts are needed.

At the last official count, there were 735,000 registered boats in California. San Francisco had 4,341 pleasure boats registered with the state Department of Boats and Waterways. The San Francisco total may not seem like much until you realize there are only 2,093 berths and 63 moorings in The City.

Neighboring counties have a lot more registered boats. Marin, for example, has 10,284. Alameda County has 31,758 pleasure boats: San Mateo County has 15,053: Sonoma County has 17,392.

So there's plenty of work at boat repair and service yards all around the Bay Area.

There used to be 10 shipyards in San Francisco. Today there are but two: Southwest Marine at Pier 70 and Service Engineering at Pier 50.

"We had as many as five until a few years ago," said Gretchen Grover, 40, a spokeswoman for the Port of San Francisco. "Todd, Continental and Triple A have all gone out of business. Now the only big drydock still operating in town is Southwest Marine's Pier 70."

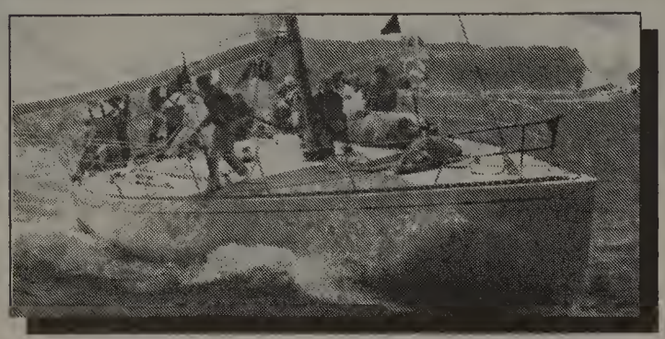
But weekend sailors, fishermen and yachtsmen can still get barnacles scraped at the San Francisco Boat Works. It's a lively corner of town.

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36' SEDAN CRUISER	78,000	47' PONDEROSA	205,000
38' LAGUNA	79,950	48' TOLLYCRAFT Motoryacht	300,000
38' HUNTER	29,900	48' NORDIC 480 Custom	335,000
38' MATHEWS	39,500	49' ALBIN Trawler	145,000
39' OCEAN ALEXANDER	225,000	50' VIC FRANCK	289,000
40' KONG & HALVERSON	179,000	50' STEPHENS	140,000
41' SPOILER	137,500	50' OCEAN	320,000
42' GRAND BANKS CLASSIC	289,000	53' HATTERAS	350,000
42' PONDEROSA	189,000	57' BURGER	250,000
42' GRAND BANKS SEDAN	179,500	70' DITMAR & DONALDSON	525,000
43' ALBIN Trawler	115,000	78' MONK	1,495,000

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30' CATALINA	23,500	40' CHALLENGER	84,500
31' CAL	26,000	41' LORD NELSON	139,000
32' ERICSON	29,500	41' COOPER	99,500
32' WESTSAIL	59,500	42' WAUQUIEZ	185,000
33' NORWEST	44,950	44' LANCER	89,000
34' C&C	49,000	44' NORDIC	129,000
35' SANTANA	55,000	46' MOTORSAILER	120,000
36' ISLANDER	49,000	46' CAL 2-46	125,000
36' ISLANDER FREEPORT	70,000	46' ISLANDER TRADER	109,500
36' CUTTER	22,000	59' HINCKLEY SOU'WESTER	595,000
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40' LADY HELMSMAN	65,000		

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CALENDAR

Cal 2-27s, Etchells, Express 27s and 37s, J/24s and J/35s, Hawkfarms, Moore 24s, Olson 25s, Santana 22s and Wylie Wabbits. "Wild West" is this year's theme. Richmond YC, (510) 237-2821.

Oct. 31-Nov. 1 — Calvin Paige Star Regatta, the definition of "anticlimactic" after the Worlds. StFYC, 563-6363.

Nov. 7 — Los Angeles to Cabo San Lucas Race. The Guadalupe Island turning mark has thankfully been dropped, but will there be any wind? LAYC, (310) 831-1203.

Midwinter Series

BERKELEY YC — Chowder Races (10/31, 11/28, 12/26, 1/30, 2/27, 3/27). Paul Kamen, (510) 540-7968.

BERKELEY/METROPOLITAN YC — Berkeley Circle (11/14-15, 12/12-13, 1/16-17, 2/13-14). Bobbi Tosse, (510) 939-9885, or John Moreau, (510) 486-5523.

CORINTHIAN YC — Midwinters (1/16-17, 2/20-21). Jim Snow, 454-7672.

ENCINAL YC — Jack Frost Series (11/21, 12/19, 1/16, 2/20, 3/20). Larry Duke, (510) 531-1860 (evenings).

GOLDEN GATE YC — Manny V. Fagundes Seaweed Soup Perpetual Trophy (11/7, 12/5, 1/2, 3/6 and a make-up race on 3/6). GGYC, 346-BOAT.

LAKE MERRITT SAILING CLUB — Dinghy Midwinters (12/12 and TBA). Gene Harris, (510) 548-3730.

RICHMOND YC — Small Boat Midwinters (12/6, 1/3, 2/7, 3/7). RYC, (510) 237-2821.

SAN FRANCISCO YC — Fall Series (11/21-22 and 12/19-20). Randy Ferguson, 986-1088 (work).

SANTA CRUZ YC — Midwinters (11/21, 12/19 and TBA). John Siegel, (415) 329-7892.

SAUSALITO CRUISING CLUB — Midwinters (10/31, 11/28, 1/3, 2/27, make-up on 3/27). SCC, 332-9922.

SAUSALITO YC — New Improved Midwinters (11/8, 12/6, 1/3, 2/7, 3/7). Rob Moore, 331-3134 (evenings) or Bill Riley, 388-2446 (days).

Please send your calendar items ***by the 10th of the month*** *to* Latitude 38 *(Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.*

October Weekend Currents

date/day	slack	max	slack	max
10/03 Sat	0154	0509/2.7F	0821	1027/1.4E
	1403	1639/1.6F	1924	2238/3.3E
10/04 Sun	0258	0617/2.7F	0921	1147/1.4E
	1515	1755/1.6F	2033	2344/3.1E
10/10 Sat	0109	0346/3.1E	0723	1012/2.9F
	1308	1603/3.8E	1951	2245/3.2F
10/11 Sun	0154	0426/3.0E	0754	1041/2.8F
	1337	1638/4.2E	2026	2321/3.4F
10/17 Sat	0006	0312/3.1F	0650	0857/1.9E
	1149	1452/1.9F	1727	2109/4.2E
10/18 Sun	0106	0412/3.0F	0750	0957/1.8E
	1307	1559/1.8F	1836	2210/4.0E
10/24 Sat	0035	0311/3.5E	0637	0930/3.6F
	1226	1533/5.0E	1919	2218/4.3F
10/25 Sun	0032	0305/3.3E	0623	0912/3.5F
	1206	1517/5.3E	1907	2211/4.4F
10/31 Sat		0225/3.1F	0552	0757/1.7E
	1130	1359/1.7F	1645	2002/3.7E
11/01 Sun	0015	0327/2.9F	0645	0857/1.6E
	1238	1507/1.5F	1748	2059/3.3E

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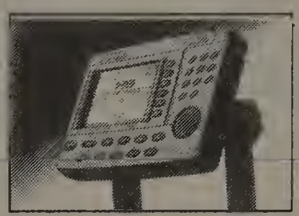
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MARINER SQUARE YACHTING CENTER ▲ OPEN BOAT WEEKEND ▲ MARINER SQUARE YACHTING CENTER

Catalina Yachts • MORGAN MARINE • NONSUCH • WYLIECAT

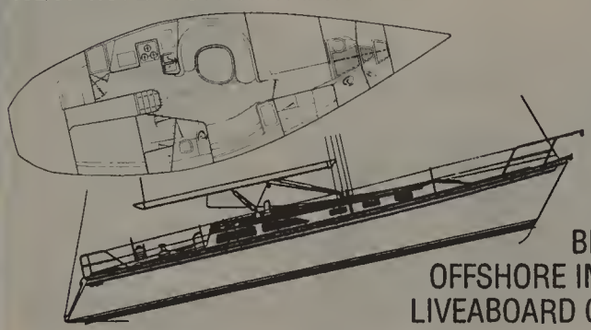
Catalina Yachts

(8'-13'-14'-15'-16'-18'-22'-25'-26'-28'-30'-32'-34'-36'-42')

From ENTRY LEVEL 8' to 28' to 34' to 42' OFFSHORE CRUISERS, Catalina Yachts leads the industry in every category.
Providing sailors with QUALITY proven by longevity. 20 year old Catalina Yachts are still sailing and re-selling . . .
the most popular sailboat new or used, EVER!
Providing sailors with QUALITY sailboats backed by production performance (40,000 Catalina Yachts are now sailing North American waters)

...it's a Catalina Fact: All Catalina Yachts have lead keels.

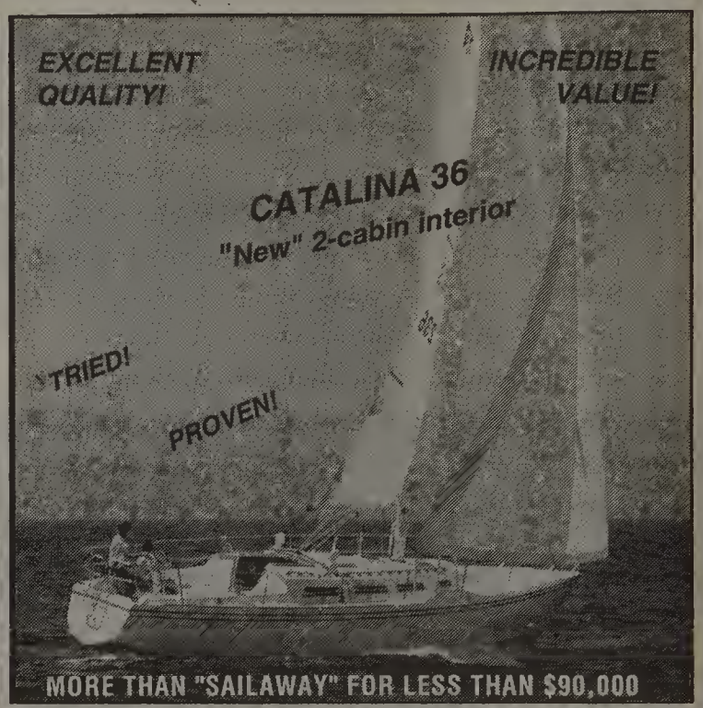
NEW INTERIOR CATALINA 42



BEAUTIFUL!
OFFSHORE INTEGRITY!
LIVEABOARD COMFORT!

★ Our new 2-statetoom Catalina 42 is, by popular acclaim, THE QUEEN OF THE SHOW, any show!!
★ Only Catalina Yachts gives you the interior use of space that you have asked for.
★ 2 double cabins ★ 2 heads with showers
★ Large and airy galley with pantry and refrigerator, microwave oven, and much more...
★ Comfrotable dinette seating for six real-sized people.
★ And, an overall feel of open sapce and comfort that makes you want to move in and stay awhile.

$129,335 SAILAWAY COMPLETE!!



OPEN BOAT WEEKEND OCTOBER 10 & 11

East Bay: FARALLONE YACHT SALES

42' Catalina	'92	133,500	30' Nonsuch	'87	95,000
36' Watkins	'81	49,500	30' Nonsuch	'79	59,000
36' Catalina	'92	88,600	30' Catalina	'75	21,200
32' Westsail	'74	49,900	30' Pearson	'74	14,500
32' Ericson	'73	24,900	28' Ericson	'81	22,900
32' O'Day 322	'87	48,900	27' Catalina	'82	17,000
30' Catalina	'82	24,900	27' Catalina	'85	16,300
30' Nonsuch	'83	61,500	26' Pearson	'76	6,900
30' Catalina	'88	42,500	26' Capri	'90	22,500
30' Catalina	'87	41,500	26' Nonsuch	'89	58,500
30' Santana	'79	19,900	22' Catalina	'90	12,500

West Bay: EAGLE YACHT SALES

42' Cascade	'66	32,995	26' Columbia	'71	6,950
40' Northstar	'74	77,550	26' Folkboat	'79	10,995
38' Catalina	'82	42,995	26' Folkboat	'70	7,795
37' Ericson	'74	49,995	26' Folkboat	'72	10,995
34' Columbia	'70	28,995	25' Coronado	'66	OFFER
33' Ranger	'72	34,995	25' U.S. Sloop	'81	8,795
33' Pearson	'75	32,995	25' Santana	'81	8,945
30' Morgan	'77	19,995	25' Ericson	'80	9,495
30' Catalina	'76	18,995	25' Catalina	'78	10,995
30' Capri	'83	19,500	24' S-2	'87	10,495
29' Ericson	'72	17,995	22' Catalina	'70	2,995
28' Columbia		6,995	19' West Wight Potter	'84	5,995
27' Catalina	'76	3 from 9,895			

POWER BOATS

24' Fiberform	'73	14,995	34' Seahorse Trawler		69,995
34' Wellcraft	'88	87,995	39' Kha Shing	'88	134,000

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Sabre Yachts

Your Northern California Dealer for Sabre and Sabreline Yachts.

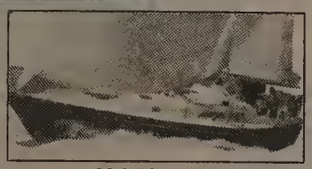
See the Sabre 38 and Sabreline 36 at our docks.

BROKERAGE



38' SABRE, 1990

Super clean and well equipped, this noteworthy Sabre includes all self-tailing winches, full batten main, complete cruising sail inventory, Harken furling, Autohelm, refer and more. See it and you'll want to own it. Have a look at $179,000.



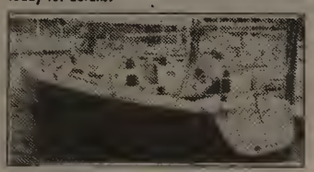
C&C 40, 1980

Current owner moving up. Excellent cruiser/racer, fully equipped for offshore work. Her ability has been proven. Full electronics including SSB, complete sail inventory, custom deck hardware, oversize winches. This yacht was a custom order for an experienced yachtsman. Call Chris Corlett today for details.



J/35, 1991

A change in the owner's plans gives you a unique opportunity. This world's most popular offshore one-design boat has never been sailed and is ready to finish its commissioning under your direction. Asking $110,000 Call Chris Corlett.



J/44 Opportunity Knocks!

Completely equipped for cruise or race. Certified to American Bureau of Shipping Standards. She just finished racing the J-44 one-design class in BBS and is ready for Mexico, Hawaii or a daysail to Angel Island. Call Chris Corlett

• EXPRESS HEADQUARTERS •

ONE DESIGN		**SABRE**	
24' J/24, '80	9,000	32' Sabre, '84	67,500
24' J/24, '79	8,500	38' Sabre MkII, '90	175,000
24' J/24, '84	15,500	38' Sabre MkII '90	175,000
24' J/24, '77	10,500	**HI-PERFORMANCE**	
24' J/24, '79	7,500	27' Santa Cruz, '77	12,000
27' J/27, '85	23,500	33' Farr, '84	39,000
28' J/28C, '87	49,500	34' DB 1, '82	59,000
29' J/29, '84	34,500	38' Soderberg, '85	39,000
29' J/29, '83	24,000	**RACER/CRUISER**	
30' J/30, '79	32,500	30' CS 30, '86	49,000
33' J/33, '89	78,000	33' C&C, '76	35,000
35' J/35, '84	69,500	34' Farr 10/20, '84	54,950
35' J/35, '90	100,000	36' CS, '86	69,500
35' J/35	76,500	36' Islander, '72	45,000
35' J/35, '91	110,000	40' C&C, '80	79,995
EXPRESS		42' Baltic, '82	298,000
27' Express	19,500	**POWER**	
27' Express, '84	18,500	24' SeaRay Sport, '79	17,500
37' Express, '86	88,500	24' Bayliner, '87	22,000
37' Express, '85	105,000	26' Cruisers Inc.,'88	38,500
CRUISER		28' Carver, '85	39,500
27' Sun, '77	18,500	29' Chris Craft, '84	42,500
28' Islander, '78	22,500	31' Bertram, '66	65,000
29' Cal, '74	19,800	34' Nautiline houseboat, '73	22,500
30' Columbia, '77	19,950	36' Carver, '88	126,000
47' MacIntosh, '86	203,000	40' Cruise-A-Home, '76	42,500
		40' Owens, '66	44,000

AT OUR DOCKS (in bold)

DON TRASK YACHTS

2415 Mariner Square Dr., Alameda, CA 94501

(510)523-8500 • (800)559-5533

J/105: Fleet Review



J/105 action at the1992 Big Boat Series

The seventh J/105 will be joining the San Francisco Bay fleet by the time this hits the press-and the fleet continues to grow as fast as we can commission them.

Over the last several months we profiled a number of these owners to let you hear what attracted them to this exciting new fleet. This month we thought we'd take a moment to review:

"Finally I found a boat that makes sense." Alan Bray

"It's the perfect transition from my J/24. I love the performance, clean lines, and the fact that I can use my same crew." Dave Tambolini

"It easily embodies the combination of values I sought and, all things considered, at a fair price." Tony Soter

"The number one thing that turned me on was the speed!" Jim Cascino

"What I'm looking for is to be able to call friends on the spur of the moment and just go. The J/105 makes this possible. It's that simple." Chuck Winton

The enthusiastic response to this new concept in fleet sailing supports what we've believed all along: J-Boats has designed a class for the sailor of the 90's. See one today – at our docks.

J/105's sold out through hull #72!

OPEN BOAT WEEKEND
October 10 & 11

Current J-Boat Line-Up:

J/24 J/92 J/105 J/35 J/35c J/39 J/40 J/130 J/44

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Don Trask, Chris Corlett, Nate Knowles, Dave Willke, John Niesley, Ed Milano

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WHAT WE DID ON OUR SUMMER VACATION

We met Dad in Los Angeles after he finished the Oakland to Catalina Race. We put the boat on the trailer. Then we went to Pinecrest and sailed on Lake Strawberry. We went sailing and fishing. We played on the boat and on the beaches. Then we went to the Manteca Water Slides (we left the boat on the trailer).

Adam & Staci Helms, 5 & 8 years

SANTANA 2023 WITH TRAILER, $13,500 • • • DEALERS FOR TA SHING TASWELL 43, 49 & 56

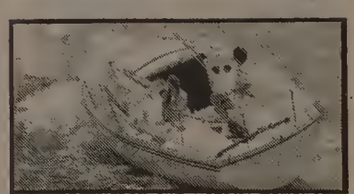
BROKERAGE

LISTINGS

2023	SANTANA w/trailer 13,500	30'	CATALINA 22,950	38'	ERICSON* 77,000
25'	CAL 2-25 14,900	30'	FREEDOM 56,000	38'	FREEDOM (factory demo) 165,000
25'	CATALINA ..... OFFERS	32'	FREEDOM 58,500	41'	NEWPORT 59,000
27'	CORSAIR F-27 57,000	33'	PETERSON 31,900	43'	TASWELL 189,500
27'	ORION 55,000	36'	FREEDOM 105,000	45'	FREEDOM ..... from 288,950
27'	F-27 CORSAIR 65,000	38'	CROWTHER MALIBU trimaran 58,000		* in Sausalito



NEWPORT 41 $59,000



CATALINA 30, 1982 $22,950

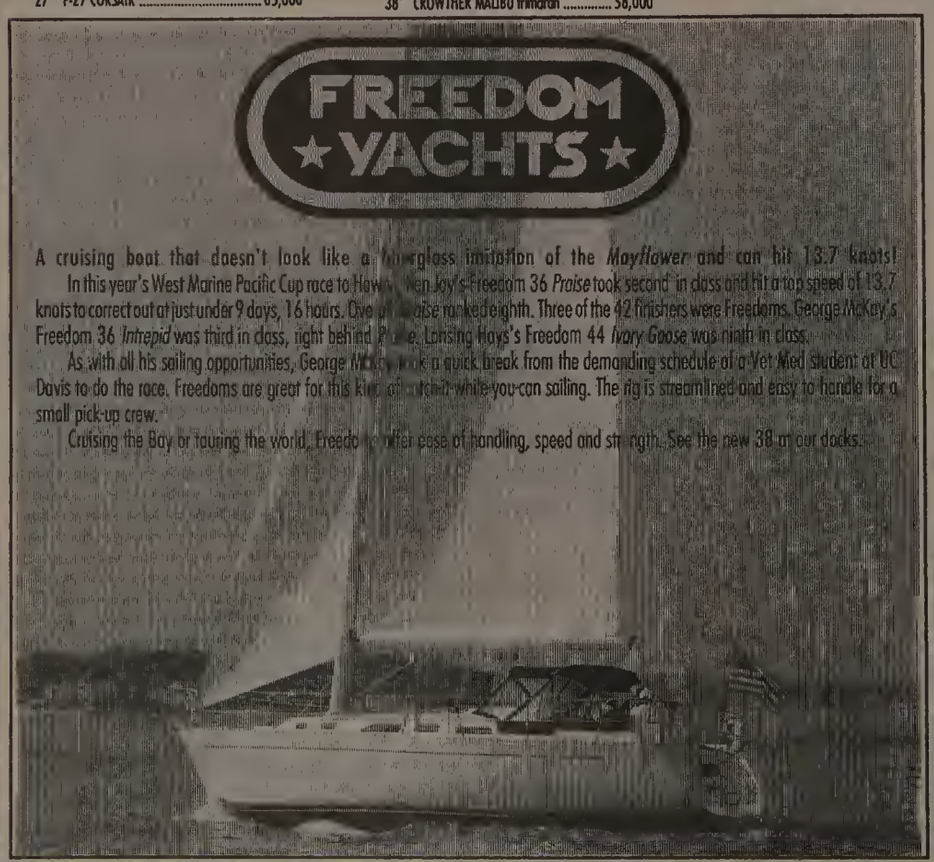
FREEDOM ★YACHTS★

A cruising boat that doesn't look like a fiberglass imitation of the *Mayflower* and can hit 13.7 knots!

In this year's West Marine Pacific Cup race to Hawaii, Ben Joy's Freedom 36 *Praise* took second in class and hit a top speed of 13.7 knots to correct out at just under 9 days, 16 hours. Dave Pi[illegible]'s *Poise* ranked eighth. Three of the 42 finishers were Freedoms. George McKay's Freedom 36 *Intrepid* was third in class, right behind *Praise*. Lansing Hays's Freedom 44 *Ivory Goose* was ninth in class.

As with all his sailing opportunities, George M[illegible] took a quick break from the demanding schedule of a Vet Med student at UC Davis to do the race. Freedoms are great for this kind of [illegible]-while-you-can sailing. The rig is streamlined and easy to handle for a small pick-up crew.

Cruising the Bay or touring the world, Freedoms offer ease of handling, speed and strength. See the new 38 at our docks.



TASWELL



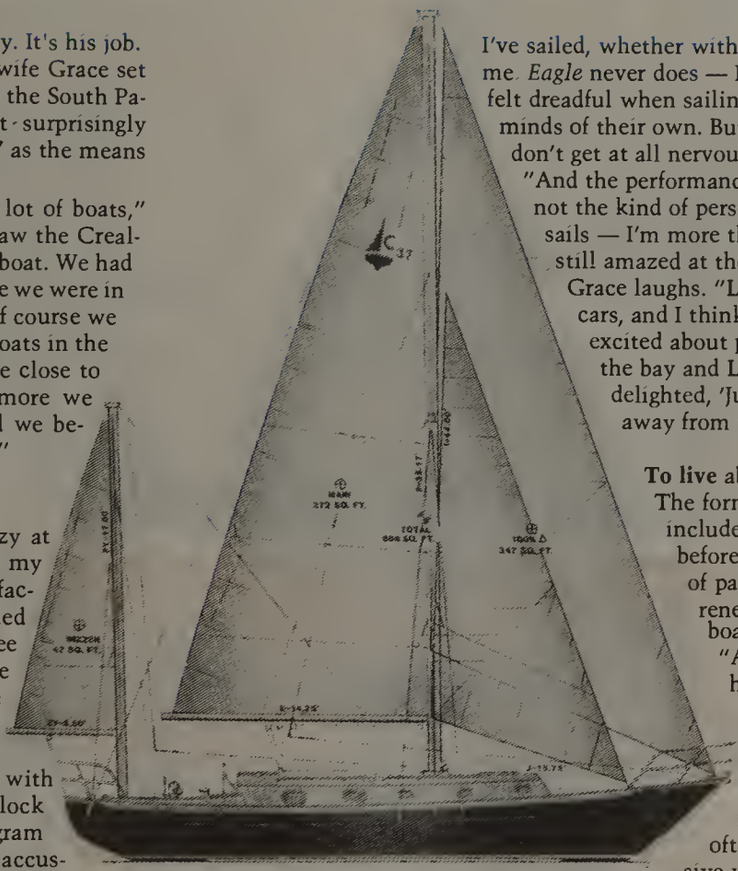
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To Choose the Ultimate Cruising Boat
The Pacific Seacraft Crealock 37

Larry Kent expects quality. It's his job. so when Larry and his wife Grace set their sights on a voyage into the South Pacific and beyond, they not surprisingly chose the Pacific Seacraft 37 as the means to their dream.

"We had been looking at a lot of boats," says Larry. "But when we saw the Crealock 37, we knew it was our boat. We had to wait another 5 years before we were in a position to own one, and of course we continued to look at other boats in the interim — but nothing came close to changing our minds. The more we looked, the more impressed we became with the Crealock 37."



Recognized quality

"I'm sure I drove them crazy at Pacific Seacraft with all of my questions and visits to the factory. I had some fairly detailed questions and I wanted to see exactly how the boats are built. The more I saw, the more impressed I became. That gave me a good deal of confidence in going forward with our dream of owning a Crealock 37. My title at work is Program Quality Engineer, and I'm accustomed to looking at details very carefully." Larry laughs, "I have responsibility for quality assurance of the Aircraft Engine Nacelles that go on many Commercial airliners. My friends at work kid me about whether I put my boat through the same scrutiny as I do when I'm examining coupon specimens for aerospace adhesive bonding — if they only knew.

"Something we came to appreciate too is that the boat is built in America. Obviously it's not that we're just 'buy American' kind of people — we have an Italian sports car and love it. But we felt that if something were to go wrong, we could get an immediate response from Pacific Seacraft. We talked with so many people with boats built elsewhere who had no recourse when problems arose. And of course we enjoyed watching our boat being built."

"And we're crazy about her," smiles Grace.



It was a revelation to discover Pacific Seacraft...The more we looked, the more impressed we became"...Larry Kent

"What first drew us to the Crealock 37 were her lines, her layout, her beautiful craftsmanship. She's beautiful".

Recognized performance

I've had a chance to sail a lot of boats fairly extensively. Frankly, I just got fed up with most production boats. That's why it was such a revelation to discover Pacific Seacraft. The conscientious attention to detail of everyone there is so impressive.

Eagle is such a pleasure to *sail*," says Grace. "I knew she was a good boat because I could steer her myself so easily. In fact not too long after we took delivery, Larry said, 'I can't *believe* how you've improved at the helm!' I told him, 'It's not me, it's the boat!' She just handles beautifully. So many other boats I've sailed, whether with tiller or wheel, seemed to fight me. *Eagle* never does — I appreciate that so much. I always felt dreadful when sailing other boats that seemed to have minds of their own. But I feel so confident in our 37, I don't get at all nervous, which is important to me."

"And the performance is excellent," says Larry. "I'm not the kind of person who is constantly tweaking the sails — I'm more the kickback kind of sailor, and I'm still amazed at the performance."

Grace laughs. "Larry built open wheel formula race cars, and I think it's safe to say he still gets *pretty* excited about performance. We'll be sailing along the bay and Larry will become absolutely delighted, 'Just look at the way we're walking away from that guy!' "

To live aboard the ultimate cruising boat

The formula to Larry and Grace's dream includes living aboard their Crealock 37 before sailing for more distant landfalls of paradise. "There's something renewing about coming home to the boat at the end of the day," says Larry.

"And the 37 is a great place to call home with plenty of cabinet and stowage space.

"Grace works with a large law firm downtown, and in my job I have to wear suits and I find myself commuting to Europe fairly often — so we each have pretty extensive wardrobes. Surprisingly enough we find room for them."

"We both enjoy this lifestyle a lot," says Grace.

Living aboard *Eagle* is a wonderful adventure in itself — and most exciting is that the real adventure is just ahead..."

Special Voyagemaker 37
Price $153,500 Sailaway

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March, 1988

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NOR CAL PRESENTS

YACHTS

HUNTER

QUALITY BROKERAGE

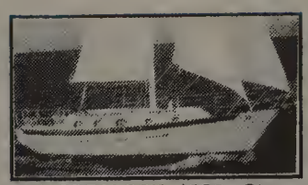
Pacific Seacraft Corporation



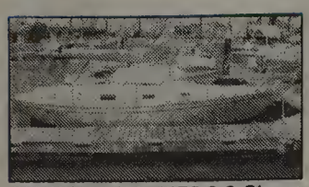
25' CATALINA 1986. *Super lake boat, motor, trlr. Lots of upgrades.* ***Reduced $14,900.***



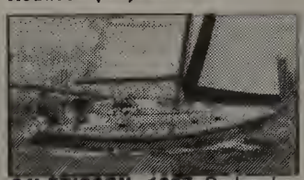
28' NEWPORT 1984. *Varnished outside & lovely interior. Dsl, wheel.* ***$24,995, offers.***



31' CREALOCK 1988. *Strong cruiser, extremely clean.* ***$99,000.***



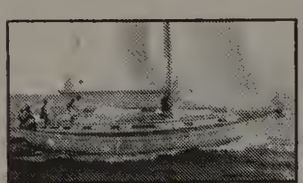
32' COLUMBIA, 1976. *9.6. Strong performance cruiser, Volvo dsl.* ***Recently Reduced $22,900.***



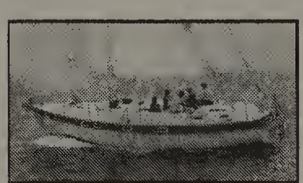
34' ERICSON, 1987. *Radar, Loran, instruments, a beauty.* ***$68,995.***



37' C & C, 1985. *Very clean, well built & fast.* ***$89,995.***



40' PASSPORT, 1988. *Cruise ready, very clean.* ***$175,000, Offers.***



41' MORGAN OUTISLAND, 1979. *Super liveaboard.* ***$69,950.***

BROKERAGE SPECIALS

20' FLICKA, 1990	43,995
25' CATALINA, w/trailer, 1986	15,900
25' CAL 2-25, 1980	13,875
26' BALBOA, 1974	6,495
27' NEWPORT, 1977	12,999
28' NEWPORT, 1984	24,995
28' ALBIN CUMULUS, 1981	18,500
28' ERICSON, 1981	19,995
28' PEARSON, 1986	36,000
30' PEARSON 303, 1985	44,000
30' HUNTER w/slip, 1981	21,900
30' HUNTER, 1988	43,950
30 HUNTER, 1989	49,995
31' CREALOCK, 1988	94,995
32' ERICSON, 1989	67,950
32' ERICSON, 1978	24,900
32' COLUMBIA 9.6, 1976	22,900
32' VALIANT, 1977	45,000
33' MORGAN O/I, 1973	29,900
34' OLSON, 1988	59,995
34' ERICSON, 1987	68,900
34' JEANNEAU, 1985	49,500
35' ERICSON, w/slip, 1984	69,000
36' CS, 1984	67,800
36' ERICSON, 1981	59,900
37' CREALOCK, 1980	109,950
37' C & C, 1985	89,500
38' PEARSON 385, 1984	79,950
40' PASSPORT, 1988	175,000
41' JEANNEAU, 1987	110,750
41' MORGAN O/I, 1979	69,950
42' HUNTER PASSAGE, 1990	178,000
45' JEANNEAU, 1985	175,000



35' ERICSON, 1984. *New sails, dodger, roller furling.* ***$69,000***



36' CANADIAN SAILCRAFT *Strong, performance cruiser, radar, etc.* ***$67,900.***



41' JEANNEAU, 1986. *Doug Petersen design. Loaded boat.* ***Recently Reduced $110,000.***



42' HUNTER PASSAGE. *All the comforts of home.* ***$178,000.***

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- PDQ 36'
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THE WEST'S LARGEST QUALITY YACHT DEALERSHIP

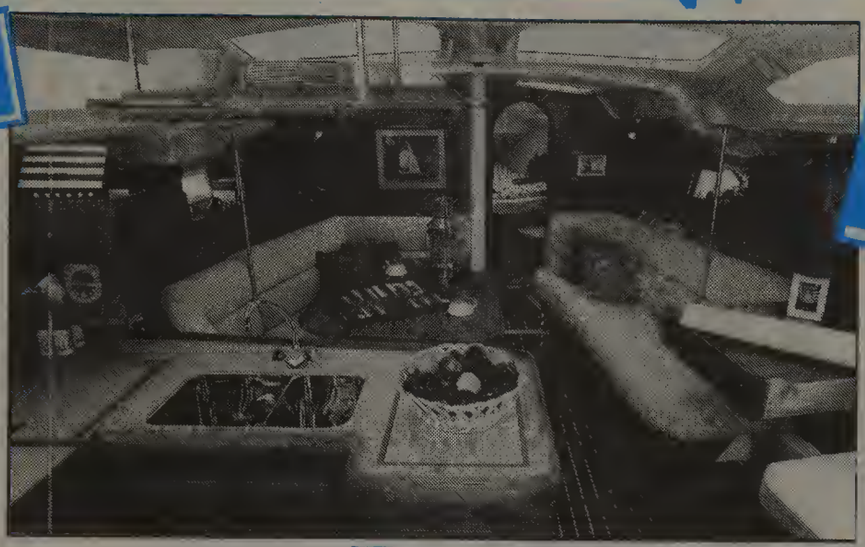
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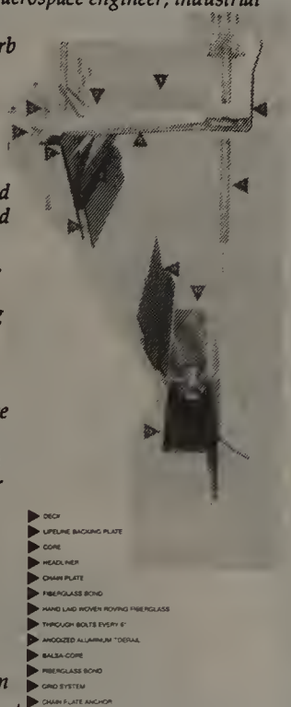


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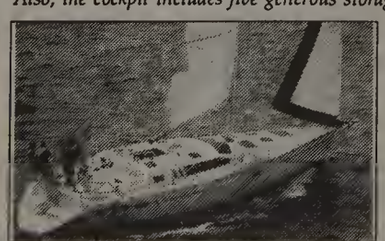


FAMILY

Features such as the grid beam construction for tremendous strength; bulb-wing keel for stability and performance; fractional rig with full batten main for smaller headsails and increased performance; sail flaking, single line reefing, and furling system to simplify sail handling are all standard on the Legend 40.5. The cockpit seating is wide and deep, offering maneuverability and great comfort. Positioned centrally is a combination helm station/cockpit table.



Also, the cockpit includes five generous storage lockers, a walk through transom, plus our popular integrated swim platform complete with shower. For entertaining, swimming, diving, or just relaxing, the 40.5 cockpit is designed to accommodate you.



VALUE

RIGGING:
- *Dacron sails, full batten main with flaking system two single line reefs and sail cover, plus 130% roller furling genoa with UV cover*
- *Boom vang*
- *Cabin-top line adjustable mainsheet traveler*
- *Anodized double spreader fractional rig*
- *Low stretch internal halyards*
- *Halyards, reefs, vang, and mainsheet lead aft to line stopper and self-tailing winches*
- *Self-tailing genoa winches*
- *Inboard genoa tracks with cars*
- *Wind vane*

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DECK:
- *Stainless steel bow and stern pulpits with double lifelines and two gates*
- *Swim ladder*
- *Anchor well*
- *Bow roller*
- *Mooring cleats*
- *Cabin handrails*
- *Built in solar panel*
- *Anodized aluminum through-bolted toe rail*
- *Two-tone molded in non-skid deck*

COCKPIT:
- *Pedestal wheel steering with lighted compass, pedestal guard, and wheel brake*
- *T-shaped cockpit with wrap around coamings*
- *Removable helm seat*
- *(4) cockpit and transom storage lockers*
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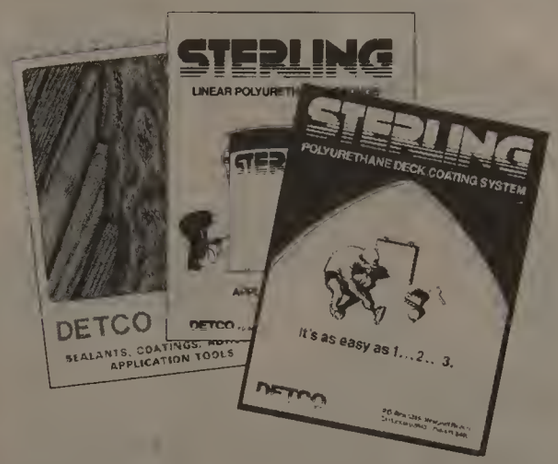
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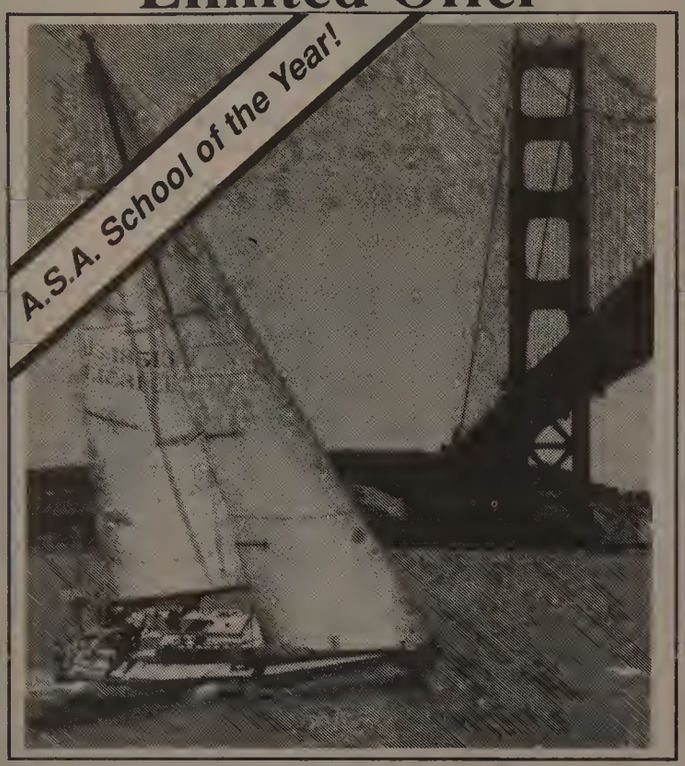
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LETTERS

⇓⇑PLEASE EXPLAIN

Your July 1992 issue had a photograph and Singlehanded TransPac preview on *Chelonia*, a Yankee 30 'Mark IV'. We have never heard of a 'Mark IV' Yankee 30, and your extended review of the boat in October 1989 never mentioned such a model.

Could you or Ed Ruszel please explain what's meant by a 'Mark IV'. We own a Yankee 30 Mark III, hull #103.

Ralph Folsom & Pixie Haughwout
San Diego

Ralph & Pixie — What great first names for a couple!

The Yankee 30 Mk 1 had a 37-foot rig. The Mk II had a 40-foot rig. The Mk III denoted a different interior.

Chelonia came to the Bay as a Mk I, but a couple of feet were chopped off the mast to make her more suitable for the stronger winds of the Bay. When previous owner Carl Ondry added a foot or two to the boom, they decided to call it a 'MK IV'.

In recognition of all the different Yankee 30 configurations, the same basic design has four different Northern California PHRF ratings.

⇓⇑IS IT WORTH SAVING THE MONEY?

I have three questions:

First, the boat I'd like to buy to go cruising has an Atomic 4 engine. It would cost several thousand dollars for me to have a new diesel installed. Although a gas engine is inherently more dangerous, just how extreme is the danger? Is it worth saving the money and staying with the Atomic 4?

Second, in the book *Cruising Sailboat Kinetics*, Danny Greene offers a formula to help judge the sail area to displacement ratio: S.A. / Displacement (2/3). The example cited is from a Vancouver 50: S.A. / Disp. (2/3) = 1246 / 40,630 = 16.2.

It comes as no surprise that I can't figure out the formula, but I have given it to both an architect and a math teacher, neither one of whom could make the equation work either. Can *Latitude* explain the formula?

And lastly, what is an acceptable sail area to displacement ratio for a cruising boat? I think Eric Hiscock wrote that a cruising boat should have a sail area to displacement ratio of at least 16.0.

S. Tuttle
Los Angeles

S. — If the Atomic 4 is in excellent running order, if the boat in question is a good sailing boat, if the boat is less than 35 feet, and if you're only going cruising for a season, we'd probably stick with the Atomic 4. But if it's an Anemic 4 in a heavy displacement boat that sails poorly and you're hoping to be out a couple of years, we'd certainly invest in a diesel. After all, diesels are not only inherently safer, they are much more reliable.

If you can't afford to put a diesel in — they aren't cheap — don't necessarily give up the ship. Plenty of people have made long cruises with gas engines. The trick is being conscientious about using the blower and keeping a nose out for leaks in the tank, lines or engine.

Empiricists by nature, we don't think you should waste much time trying to figure out hypothetical formulas. Such formulas frequently don't apply in reality. What difference, for example, does the sail area to replacement ratio of a Santa Cruz 50 make, for example, when you can so load it up that it would be less than that of a Westsail 32.

Furthermore, there is no such thing as an "acceptable" sail-area-to-displacement ratio for a cruising boat anymore than there is an acceptable horsepower-to-weight-ratio for a motor vehicle. It all depends on what kind of performance versus load-carrying and comfort you're looking for.

A guy who owns two MacGregor 65s took one on a cruise to Alaska; he raved about how she sailed in light air and how he could motor along at 11 knots. For him it was the perfect boat for that trip,

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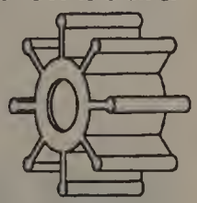
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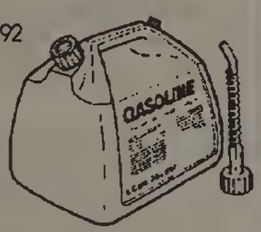
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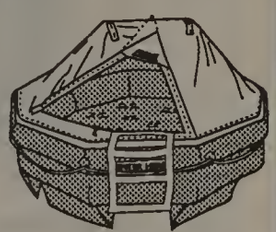
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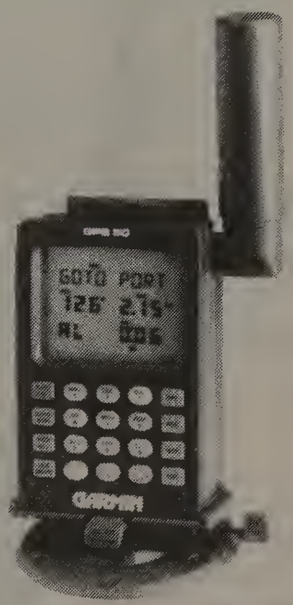
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LETTERS

and he would have been miserable in a boat Eric Hiscock would have found "acceptable". Similarly, Hiscock would roll over in his grave at the thought of cruising a MacGregor 65.

There are no magic formulas, Mr. Tuttle. It's up to you to determine what kind of boat fits your particular needs.

⇓⇑A SERIOUS CASE OF WANDERLUST

I would like to take this opportunity to tell you that those of us in Saudi Arabia enjoy reading your magazine. We have an active yacht club here and *Latitude 38* gets passed around extensively. Our members are mostly Brits and Americans, but we also have a few Germans, Dutch, Kiwis and Aussies.

The only problem with your magazine is that it's giving me a serious case of wanderlust. Originally from Folsom, California, I long to go cruising.

Marvin W. Stark
Ras Tanura Yachting Association
Saudi Arabia

⇓⇑THE BINDING PROBLEM

I'd like to bring to your readers' attention certain limitations pertaining to the Jabsco Water Puppy Pump, which is advertised as a bilge pump. These limitations are listed in the Jabsco installation sheet, but you have to purchase the pump and open the package to learn about these potentially serious defects. They are as follows:

1. The impeller assembled at time of purchase is not suited for oil-bearing water. (Actually, this may not affect boaters, because no boater would *ever* allow oily substances to accumulate in the bilge.)
2. After extended inactivity the impeller may bind, requiring disassembly.

I wrote Jabsco twice asking for solutions, especially to the binding problem. I didn't even get the courtesy of a reply. Apparently Jabsco customer service exists in name only.

Anyhow, please let your readers be aware of the faults of this series of pumps *prior* to purchase. These constraints do not a good bilge pump make.

Art Shaw
Walnut Creek

Art — You can buy the Jabsco Water Puppy two ways; with a neoprene impeller or with a nitrile impeller. While a pump with a neoprene impeller can indeed pump oily water, any kind of hydrocarbon will gradually start to eat away at the impeller. Thus if your bilge is oily — which, of course, it isn't — you'd be better off buying a Water Puppy with a nitrile impeller. The latter can not only pump oily water, it's even good for pumping pure oil or diesel.

The type of impeller that comes with the pump is marked on each box. If you no longer have the box, neoprene impellers are black, nitrile impellers are brown.

Any impeller, if not used with some frequency, will bind. It's the nature of the beast. The solution with the Water Puppy is to unscrew three screws, lube or replace the impeller, then replace the three screws. While not much trouble, it's easier just to use the pump once in a while.

Incidentally, you should always carry replacement impellers. If you're going cruising, you should have at least two or three replacements.

If you have any questions about Jabsco pumps, dial (714) 545-8251 and punch 224. That will connect you with our buddy Curly. He's worked with these pumps for 30 years and enjoys a good chat.

⇓⇑FINALLY DOING IT

After reading your magazine for five years we are finally 'doing it' — cruising, that is. Not just because of reading *Latitude*, of course, although it sure fed 'the dream'.

Let me start from the beginning. My wife Lydia and I are ex-pats

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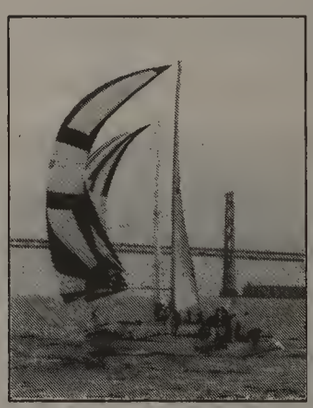
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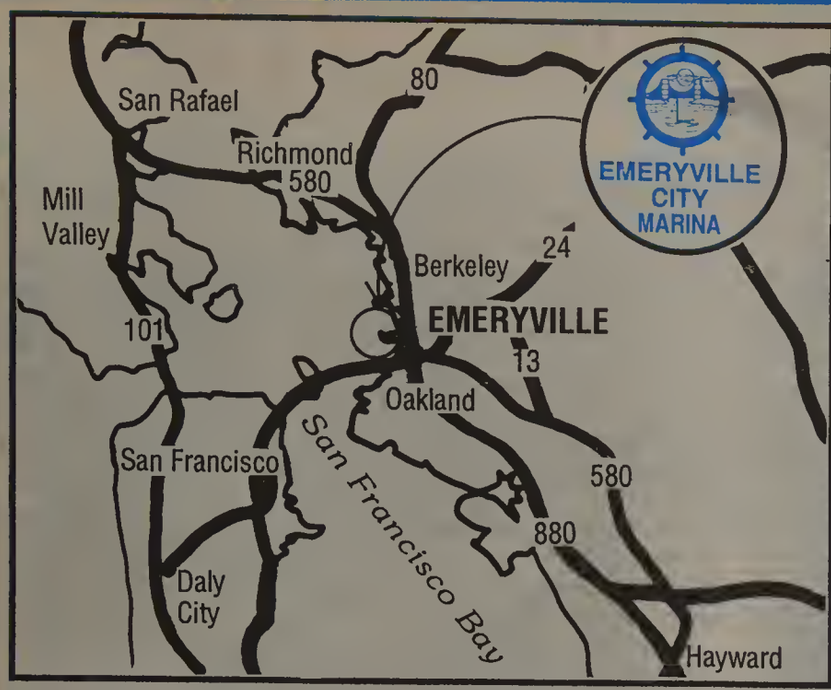
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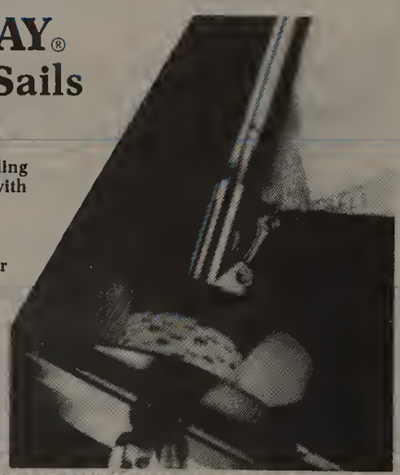
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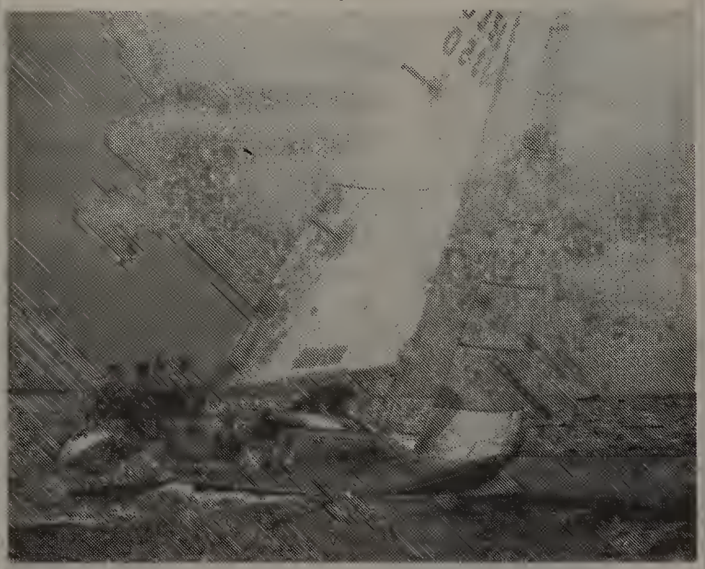
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LETTERS

who have been living in Portugal for the last 4½ years. Our cruising dream started in Puerto Escondido, Baja, in 1987 while visiting friends, Terry and Sharon aboard *The Prelude*. From then on it's been scheming, saving and chartering ever since.

Last June, thanks to the help of an ex-cruiser turned broker named Mac Pearce and the staff of Yachtfinders/Windseekers in San Diego, our dream has taken the shape of a 42-foot Formosa cutter, formerly the San Francisco-based *Brier Patch*. She was on her way to New Zealand when circumstances caused the trip to end in San Diego. This is where Mac, who had been looking for the 'perfect boat' for us, found her and called us in Portugal. After about 10 minutes of discussion, we bought her sight unseen on his professional advice. It's been a positive experience ever since.

She'll soon be renamed the *Rapariga*, which means young girl in Portuguese. We hope to head for Mexico and the South Pacific in November, meeting some of the neat people we've been reading about along the way.

Meanwhile we continue to fight over the *Latitude* when it arrives, and sure appreciate the good ol' American humor.

As they say in Portugal — *Ate logo.*

Tom Terry
Portugal

Tom — We stand in awe of your courage; we could never buy a boat unseen.

⇓⇑DO SOME PUSH-UPS, COUCH RANCHER

Let's talk about hand-starting diesels.

I have enjoyed sailing Monterey Bay for over 15 years in the same wonderful boat, a King's Cruiser sloop that depending on whether you believe the sales literature or the registration is either 29 feet or 28 feet. The boat came equipped with and still uses a Volvo MD1 hand-starting engine.

It also had what was known as a generator/starter, the idea being that when the field of a generator is excited by closing the contacts at the regulator, it would cause it to motor, thereby pulling the engine through compression and starting it. The generator unit never did function very efficiently as a starter, and would only produce about 8 amps when generating. So we gave it the float test and installed a small alternator — which puts out as much as 40 amps! This project was accomplished shortly after acquiring the boat, and so for 15 years hand-cranking has been my only means of starting the engine.

Granted it is only a one-cylinder engine, but you should feel the compression on that 'mutha' with the release cock closed! Nonetheless, I've never had a hard time hand-starting it, even on cold winter mornings.

But let me add that I also have never had a guest or crewmember who could start it without quite a bit of demonstration and explanation. I know it's not very helpful to say, "You just gotta have a knack," but I have no other explanation for this oddity which wouldn't insult some readers who have tried but failed to hand-start one of these beasts.

The only tips I can give in writing — not being present at the cranking ceremonies is kind of like giving a haircut over the phone — are:

Be sure the injector is primed and ready to deliver. If not, you can crank forever and get nowhere. This may require bleeding, especially if the fuel cock at the tank has been turned off.

Be sure the compression riyal is in the proper position and don't close it until you have the flywheel turning at a good clip. I know that's a relative statement, but remember, I'm not there watching you.

The final point — and only 'secret', if there is such a thing — is to try to time the closing of the compression release with the beginning rally the compression stroke of the piston. You'll have to do some research on your particular engine to determine when this is. Also a *small* shot of ether on the air cleaner — not in the intake port if you

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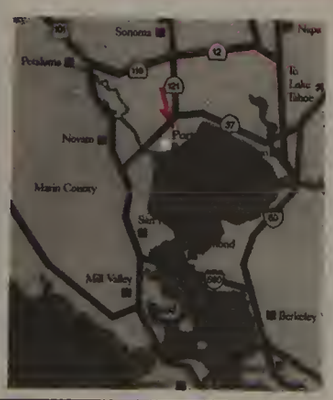
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LETTERS

can help it, it's too potent — will greatly increase your chances of success, even when the engine is warm.

Finally, if the crank handle tends to kick back when coming to the first compression stroke, you are either using too much ether, cranking too slow — do some push-ups, you couch rancher — or not timing the stroke with the closing of the valve.

I hope this helps someone start their engine. I have to go sailing now, I just hope this writer's cramp I've acquire doesn't affect my stroke.

P.S.: If anyone wants to go sailing, my number is (408) 663-0208.

Capt. D.R. 'One-Eye' Fleischer
Salinas

⇓⇑WITH THE ENTHUSIASM ONLY A GROOM CAN MUSTER

Several years ago my longtime sweetie and I 'tied the knot' in Raccoon Strait aboard my buddy's Cascade 29. After a lengthy reception at Sam's, we attempted to sail around the south end of Angel Island back to Emeryville. But Murphy took the wind away and we found ourselves drifting toward the Gate with the ebb.

We also found, when we tried to start the engine, a fried starter motor. Cap'n Ben, designated driver and great helmsman, cranked for a while, but nothing. Then, with the enthusiasm only a groom could muster, I got the Volvo going. If there was a trick to it — other than desperate brute strength — it was to get it spinning over with both valve lifters open, then have a crew member close one. When she 'pops', you close the other — *quickly*.

It also helps to recite the mantra: Nugga, nugga, nugga! Knokka, knokka, knokka!

Bob Janson
Humboldt

⇓⇑WE, THE VICTORS

Here's my number one sea story, one that easily surpasses Robert Louis Stevenson's *The Wrecker*.

Not long ago, Cap'n Stuart Stephens of Hillsborough recruited his last crew member, me, from an Arts & Crafts show in Palo Alto, to set sail for Mexico aboard his brand new ferro-cement double-ender. *Fuckthenavy* is actually a Navy whaleboat in disguise, rigged as a yawl and having a doghouse that hides a brand new Volvo MD2-B diesel. A fine boat.

We departed Redwood City in a howling wind on the Fourth of July, but *Fuckthenavy* tacked so poorly that Stuart, a first-time skipper, had to start the motor to get under the San Mateo Bridge. There was nothing to it; he pressed the button and wrrrmmmm, rummmmm, rummmmm, we were off cruising along without a care in the world — right onto the sandbanks off Coyote Point.

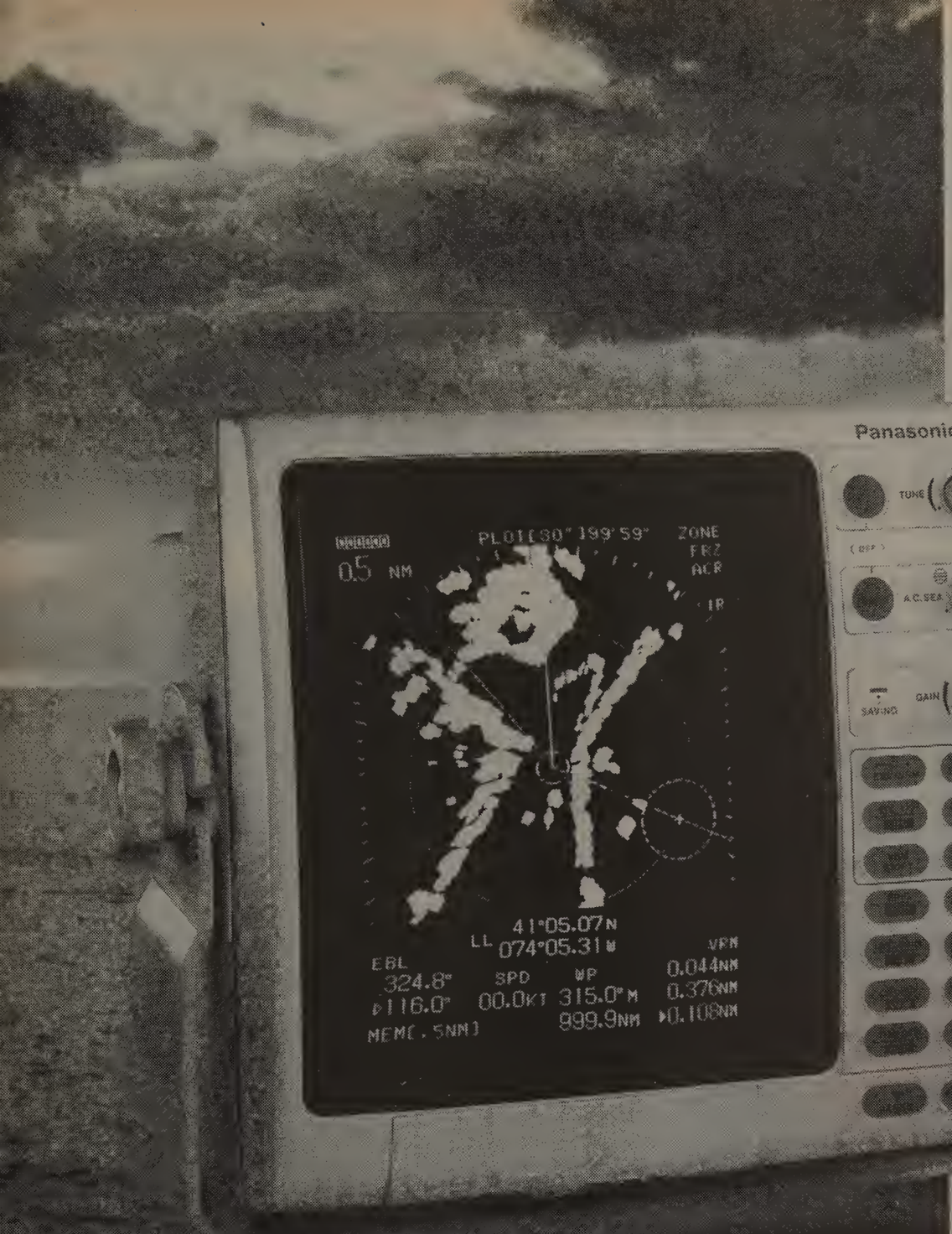
"Ha, ha, Stuart, call the Coast Guard and let's get a tow."

"The radio won't work," he muttered, "the batteries were left on or something." So he ordered us over the side to push. The crew did go over and built up a nice rocking motion, pushing her forward. But so what, there wasn't any water under her.

About midnight, when *Fuckthenavy* was about to float again, the crew was ordered to resume pushing. By 0200 the good ship was underway again. But not powered by the Volvo, which would not start without the battery — even though our Cap'n, who had become an expert spiritual mediator during his last year in the Navy, had directed his full powers of approval, blessing and right-thinking on that iron. The crew, who were now vomiting over the new varnish, could clearly hear the captain curse.

There was additional undivine cursing as the Cap'n doggedly tried to hand-crank the Volvo down in the doghouse. It just so happened that he got her to start, fortuitously leaning his forehead on a crucial compression lever. Where else could he have rested his inflamed brain?

Despite the fact the crew was barfing regularly, the Cap'n chug-chugged *Fuckthenavy* past Aquatic Park, averting his gaze from the



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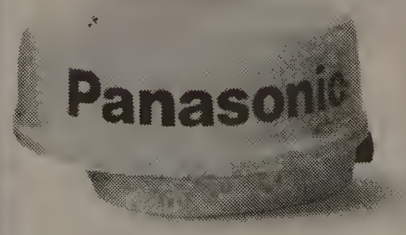
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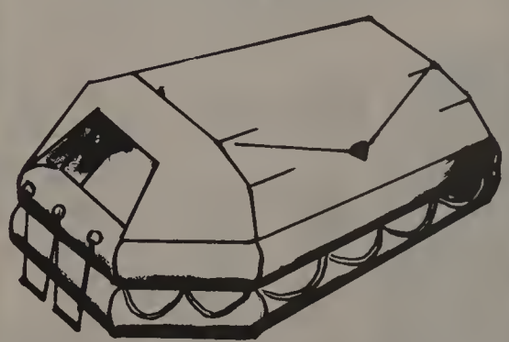
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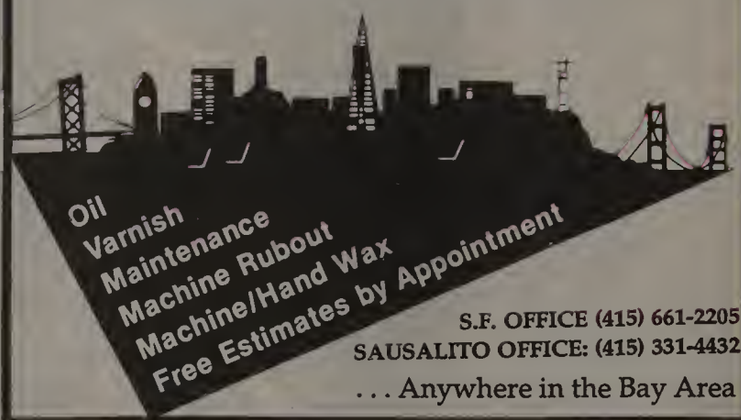
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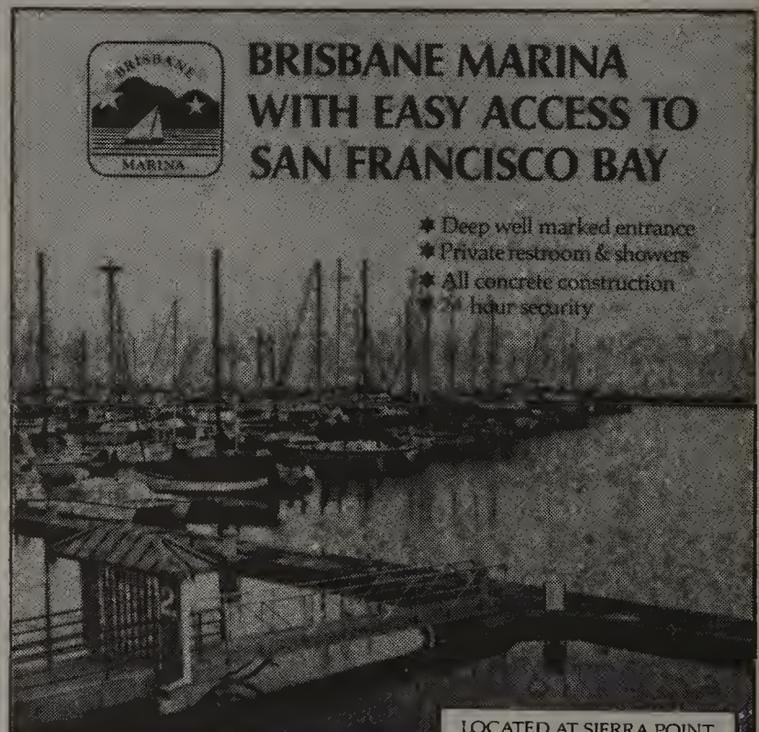
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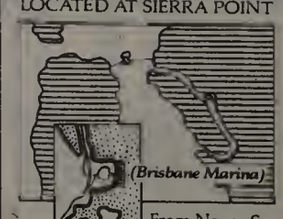
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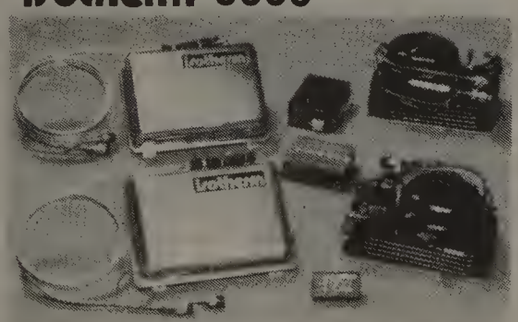
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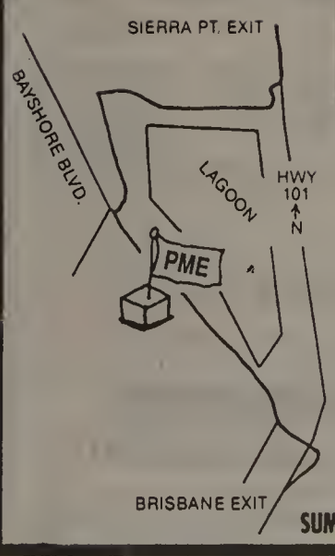
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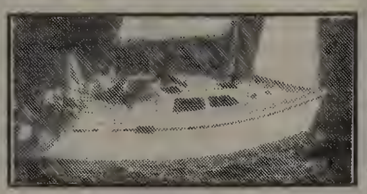
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LETTERS

high waves toppled onto *Fuckthenavy*. But for a moment it was as if we were suspended in a time warp — had the dense kelp tangled in our rudder?

But then, lifted by a wave well over her spreaders, *Fuckthenavy* turned to directly face her doom, and surfed directly onto the reef. There was a jarring series of thumps and bangs, with plenty of screaming by the crew inside the cabin. The Cap'n cursed and water poured in everywhere. The next wave was bigger, but slamming broadside into *Fuckthenavy*, tossed her completely off the reef into the gentle waters of Smuggler's Cove. It was then the crew first noticed the engine was kicking over, the steering oar still in place, and the world more or less as it was supposed to be. And we, the victors, although stupefied, were effortlessly cruising along in the smoothly rolling waters of Bolinas Bay. Finally the Cap'n ordered: "Drop anchor, drop sails," in front of rum-running Al Capone's old mansion at the foot of Brighton St.

So there *Fuckthenavy* swung, her tillerless rudder hanging on by a line, sails in heaps, as the exhausted Cap'n and crew, ignoring the fact the bunks were awash, slept the sleep of the dead. It wasn't until noon the following day that we were woken by the splashing of pelicans going after fish. The crew dove, too, inspecting the damage inflicted by the reef. It was negligible. So the rubber dinghy was inflatable and we all paddled merrily through the surf to Smiley's, a Bolinas bar that features delicious pizza, alluring women and drunkards willing to listen to yet another tale from survivors of yet another near shipwreck. We were given a proper heroes' welcome followed by a parade back to the beach. There we climbed into the dinghy, worked our way through the surf, for repairs to *Fuckthenavy*.

After a slow, safe cruise back inside the Gate, this rookie was dropped off at the Ferry Building. At least temporarily foreswearing any cruises to sunny old Mexico, I hitched a ride back to Bolinas to begin a new life with a certain beautiful woman.

J.R. Whiteagle
Santa Cruz

J.R. — When are people ever going to learn? Going to an Arts & Crafts show is like going to a biker's bar — mortal danger is sure to follow.

As for the veracity of this story, it sounds too unbelievable not to be true. But if the Cap'n has a slightly different version, we'd love to hear it.

⇓⇑ANXIOUS TO GET IN TOUCH

In April of 1963, friends Jim and Lorraine Roessl launched *Heritage*, a 40-foot schooner Jim had spent 2½ years building in an old barn near Livermore. I received a letter from them the following February, and they were still refitting her. I haven't heard anything from them since, and all my efforts to locate them have been fruitless.

If anyone knows their whereabouts, I would be most anxious to get in touch with them.

P.S. I've been reading your magazine, which I pick up at Captain's Nautical Supplies in Portland, for about four years. I'm embarrassed to tell you that I look forward to each issue more than anything else I can thing of. Yes, even *that*!

Gene Barrett
1825 S.W. Pheasant Drive
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Gene — When Latitude become more important than 'that', it's time to visit a therapist.

As for contacting the Roessls, 1964 was a long time back, but we'll see what our readers can do.

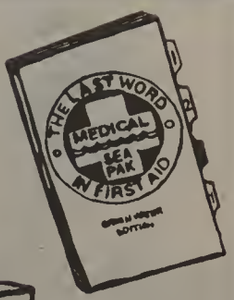
⇓⇑MISSING THE ESSENCE

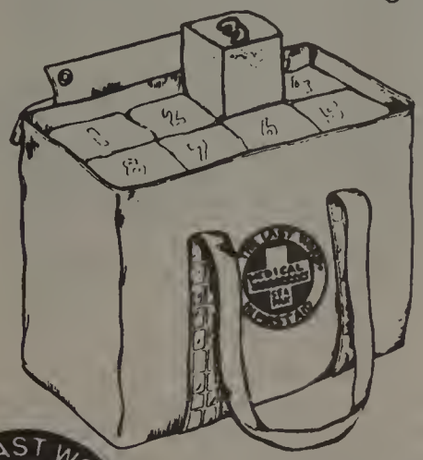
The recent exchange of letters concerning the advantages and

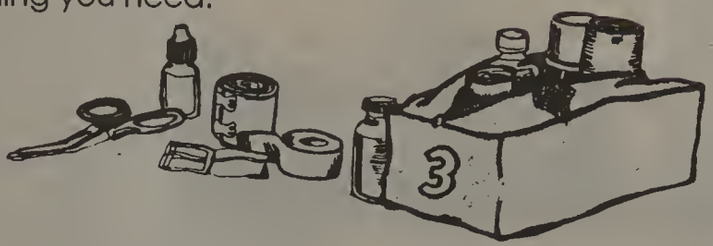
MEDICAL SEA PAK... Your Doctor on Board

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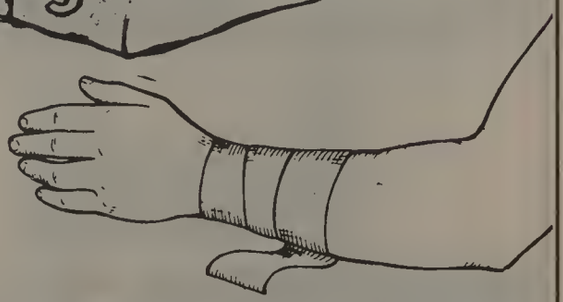
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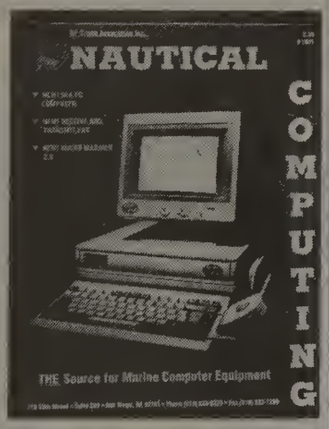
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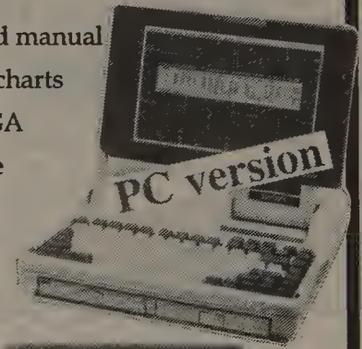


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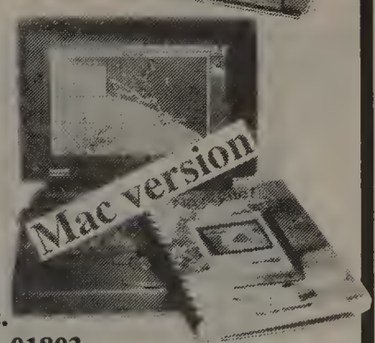
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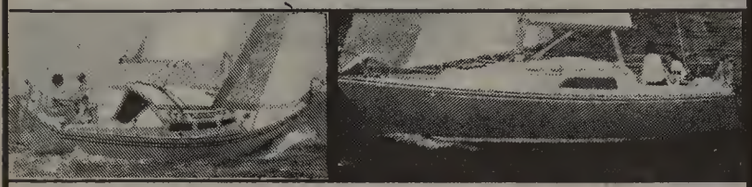


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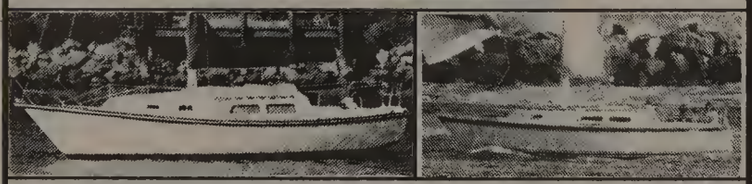
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LETTERS

disadvantages of using 'trailerable' boats for cruising misses the essence of the argument for their use. One reader claims that the "size of the equipment has little correlation to the level of enjoyment". The Wanderer states that use of a trailer boat can herniate a spinal disc and that an Ericson 35 is less expensive to maintain than an average trailer boat. My own experience cruising in *Star Time*, a Nor'Sea 27, for the past 10 years emphasizes what I consider to be the essential asset of any trailer boat. Namely, we've been able to cruise places we otherwise would not have been able, because a trailerable boat allowed us to get their quickly.

We've done our share of two-week charters in wonderful places and had a lot of fun, but two months on our own boat is much more fun and affordable. Reconciled to a job and house that I've been unwilling to shuck, but committed to three-month vacations, the Nor'Sea 27 has fit the bill. We've been putting bluewater beneath our keel for years, from Alaska to Mexico.

What's it like to pull a combined trailer/boat weighing 12,000 pounds? It's like sailing up and down large swells — you pay attention to what you're doing and eventually you reach smooth water. What's it like living for three months on a 27-foot boat? Search your own attitudes about lifestyles and comfort, and come to your own conclusion. *Star Time* has 6'2" headroom, refrigeration, a powerful diesel with extended range, and many amenities of much larger boats. Do I ever feel frightened in such a small boat? Yes, but that's my own personal problem. Do I feel such a small boat is inherently unsafe? In almost every condition, I feel so much safer and relaxed aboard *Star Time* compared to the discomforts I experience earning a living and maintaining a house. So who is right - the Wanderer, Mr. Weeks, or Mr. Leonard? Each provides fresh insight and truth — not all trailer boats are the same, nor are all non-trailerable cruise boats equal.

The absolutely perfect, ideal trailerable cruise boat for me? A trailerable 47 to 50-foot cutter or ketch with every luxury my aging body has come to fantasize. Until I find that boat and the rig to pull her, I'll keep taking *Star Time* back to Mexico and British Columbia. There's enough exploring there for a couple of lifetimes.

Don Freeman
Star Time
San Diego

Don — You're saying each person needs to find the right boat for their particular circumstances — and we agree with you 100%.

A few months back some folks wrote in and asked us what kind of trailerable boat would be suitable for their 'dream cruise' to Mexico when they retire soon. We suggested that a trailerable boat might not be the correct tool for such a 'dream cruise'; although we don't know all their circumstances, we still tend to hold to our opinion.

Some readers have apparently taken this to mean that we're against trailerable boats. We're not.

⇓⇑DEMAND THE DEED

I read Andrew Potter's September issue letter complaining about having to pay property tax on a slip he rents at South Beach Harbor. Santa Clara County did the same thing in Palo Alto in the late '70s.

If they want him to pay the property tax, I suggest he demand the deed. It worked for owners of airplanes when Santa Clara Country tried the same thing at airports. It may still work.

Hank Agard
Sunnyvale

⇓⇑CRUISING WITHOUT ARMS

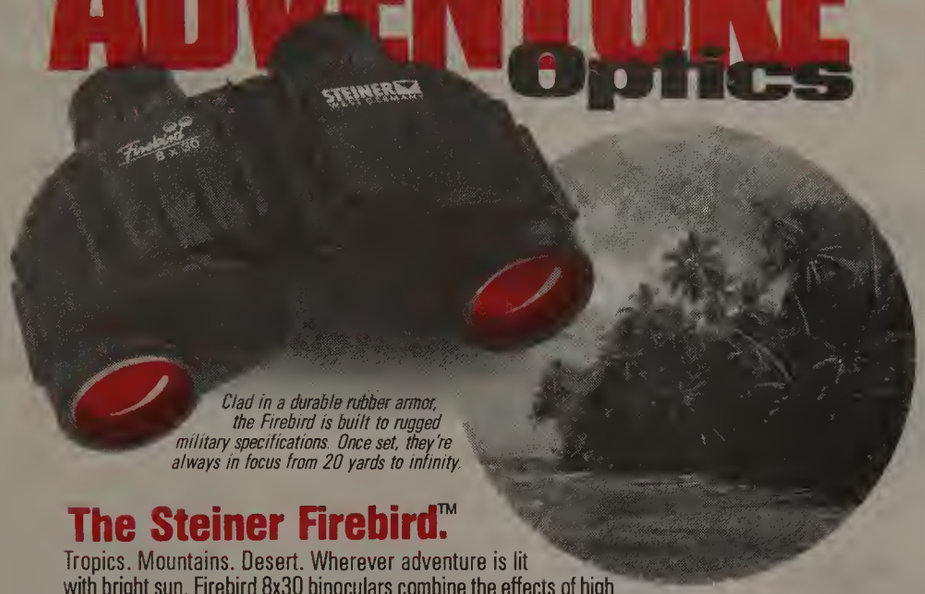
We are two women who cruised Baja and the Sea of Cortez last November — and had a great time.

I'm a city girl and I have a gun. My mama had a gun and her mama had gun. Nonetheless, we chose to "leave home without it."

While in Mexico, we were always aware of our surroundings and took care in how we acted and dressed. We always presented

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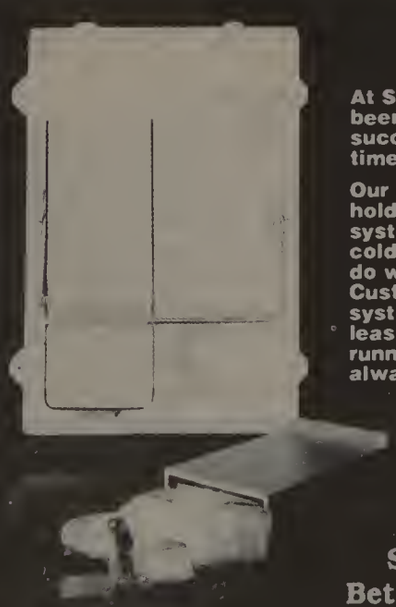
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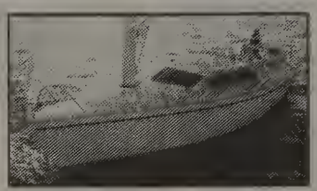
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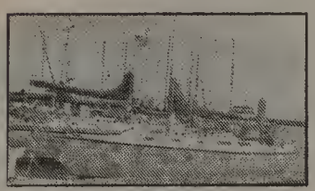
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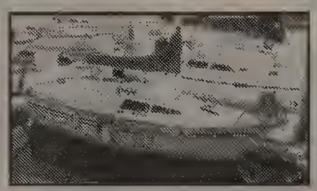
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LETTERS

ourselves as confident and capable, yet friendly and helpful.

We met a lot of cruisers and found that most did not carry weapons. But we all had some kind of alternative: mace, billy club, flare guns, spear guns, ham radio, buddy-boating, etc.

We made a lot of good friends on our trip, both North Americans and Mexicans. We plan to head out again, but for a much longer time.

If any women have questions regarding our trip, we'd be happy to talk to them. Our number is (510) 532-4945.

Vicky Cruz & Maria Carlson
Queen of Hearts II, Cal 2-34
Alameda

Vicky & Maria — It's terrific you're willing to share your thoughts with other women interested in cruising. We're certain you'll get quite a few calls.

⇓⇑THE VARNISHED TRUTH

In response to Rudoff's rebuttal to Maximillion's axioms on varnishing, I find him correct on almost all points raised.

I don't think turpentine is a good choice for washing brushes. To begin with, it's far more expensive than thinner. But even more important, it contains an oil which has some unsaturation and the residue will polymerize — albeit slowly. Take a look at the top of a partly used can and you will see what I mean.

When cleaning brushes, it's also important to preserve the flag ends of the bristles. Any gum remaining there will change the behavior of the brush for the worse.

Another way of storing a brush for use the next day is to simply put it in a can and cover the bristles with water. Take it out the next day, brush off the water on a scrap board of porous wood or on clean kitchen paper, and you're ready to go again.

The use of six or seven washes in solvent rather than two is an ancient practice whereby the same amount of solvent is far more effectively used to much better effect. Mathematical proof is easy and convincing.

Yes, Whittman's book is definitive. If you're near a source of dry ice, I've got another tip. Dropping a small piece into a partially used can of varnish or paint will displace the air above and greatly help preserve the unused portion. Replace the lid loosely until all bubbling has stopped! The carbon dioxide blankets the surface of the liquid.

Bob Jakob
Mill Valley

⇓⇑NOT TO BE USED FOR NAVIGATION

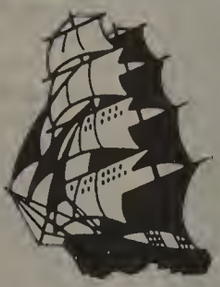
I would like to respond to the comments made by George and Barbara in the July issue about *Charlie's Charts of Costa Rica*.

Everyone is not disappointed with this guide. Cruisers who have used it as a supplement to and *not* a substitute for proper Defense Mapping Agency charts have found it to contain much useful and interesting information. It would be extremely imprudent for anyone to attempt to navigate from the small sketched drawings that appear in *Charlie's Charts*, as it is clearly impossible to indicate individual soundings and details regarding all rocks, reefs, and other dangers. But for the price of the few DMA charts that are available for Costa Rican waters, one can navigate along this coast enjoying a far more comprehensive perspective of the various features than is possible with a number of small sketches which are clearly designed and labelled, "not to be used for navigation".

As for the 'errors' pointed out by George and Barbara: First, it was the Director of Marine Parks, Roberto M. Aviles B., who provided the fee schedule for visits to Cocos Island that appeared in the guide. The fees were later reduced, and we weren't aware of the good news until the letter appeared in *Latitude 38*. This information has been verified and corrections are being made.

Secondly, criticism of several sketched 'charts' is misdirected, for

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LETTERS

glorious cityscape, and headed out the Golden Gate. He did this while swilling from his pocket flask for courage and without hearing the gale warnings being announced over his Walkman. The Cap'n drove his hand-made Mexico cruiser to Mile Rock, where big Pacific combers were pounding way over the top of the stubby lighthouse. He then confidently cut the engine and ordered the crew to hoist the main, break out the jib, batten down the hatches and fill away for sunny old Mexico.

But the northwest gale whipped up horrendous waves on both sides of the narrow Main Shipping Channel, resulting in more wet and dry heaves among the crew. The Cap'n finally got into the calmer waters of the Shipping Channel, only to nearly be run down by a humongous oil tanker, whose wash sloshed into the doghouse and main cabin, soaking all hands, sleeping bags and food.

"Jibe ho!" the Cap'n shouted. But out of control, *Fuckthenavy's* tiller snapped like a match stick. The Cap'n was prepared, however, lashing on his emergency steering oar, which allowed us to safely return to Aquatic Park for repairs.

Using epoxy and various tools, the Cap'n spliced on the new tiller. Soon the weary crew was again bucking the steep chop and outrushing tide once again. As we sailed past the Point Bonita Lighthouse, we found the waves of the Potato Patch Shoals were steadily pushing the 'unsinkable' *Fuckthenavy* toward the rocks of Rodeo Lagoon Beach. For the first time, the Cap'n yielded to his crew's pleas. "Ready about! Hard alee!" he cried out. With snapping of lines and flogging of sails, *Fuckthenavy* flopped onto starboard tack, pointing her directly into the cresting waves.

The roaring waves, which rose up and broke in the most erratic ways, terrified the crew. We warned the Cap'n that we were going to be pushed into the Main Shipping Channel again, where we'd probably be rundown and crushed. Unfazed, the skipper nonetheless dove into his doghouse again, where, ass in the air, he cursed madly while cranking the Volvo.

On my rookie sail outside the Golden Gate, I now realized that our little 35-foot cement bathtub was a dustmote in this gale, lit only by red and green flashlights that had been taped to the rigging. For all intents, we were invisible to the constant parade of huge ships.

Soon the weary crew came to believe they had seen, in the bottom of the shoal swells, the ghostly white topsides of the *USS Hope*, the hospital ship split open there years before by an oil tanker. Her rusting Red Crosses vaguely suggested a similar fate for us.

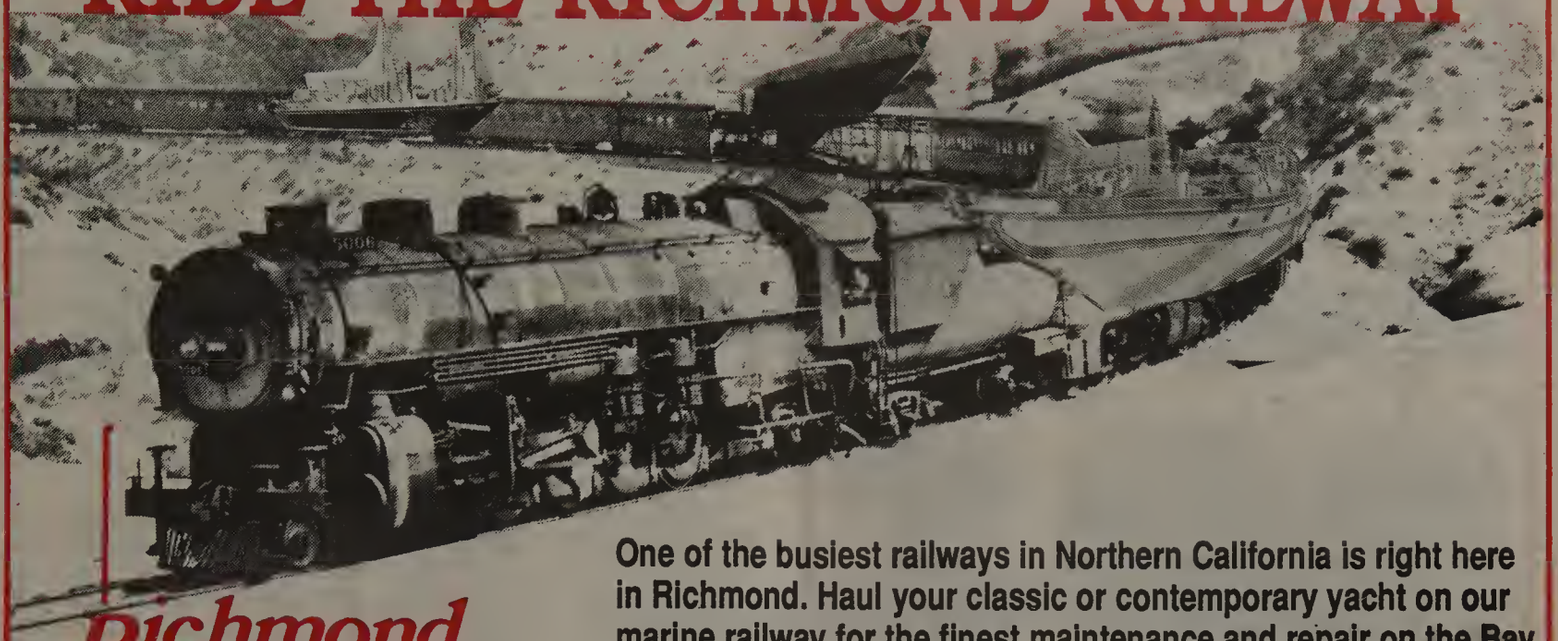
We had almost reached the Lightship when the Cap'n ordered a port tack, pointing us *away* from sunny old Mexico. *Fuckthenavy* slid, rolled, and seemed to stand or sit upon her beam ends as she worked her way north across Potato Patch Shoals once again. Pushed by the wind and pulled by the Duxbury Reef backwash, when the Cap'n stuck his head out the doghouse, he was amazed to find we were headed right toward Stinson Beach.

After another tack, *Fuckthenavy* plunged past Duxbury Buoy, which appeared as a black specter about a mile south of the reef. It was then that the Cap'n announced we weren't capable of going to sunny old Mexico, and in fact, would be lucky to anchor off Bolinas, which loomed menacingly as a black hulk far to the lee of Duxbury Point.

But with the rudder separating from the tiller in my hands, *Fuckthenavy* refused to come about and head for Bolinas. There was a hair-raising accidental jibe which laid us over, allowing waves to pour onto the sails. As the Cap'n returned to the doghouse to try and start the diesel again, the crew tried to fit the emergency oar. Just then an enormous wave pointed us toward the shore. We seemed to plane — or had the Cap'n hand-cranked the diesel to life? — directly for the awash reef ahead. From our view, the reef alternated between black, foam, black, awash again . . . certain black death.

"Certain crash ahead, Captain!" I cried, handing him the pieces of tiller. He was a dazed hero now, this owner of a self-made yacht, this captain of six. He stared, looking stupidly stunned, as the mast-top

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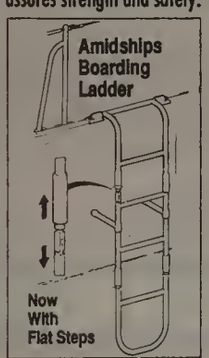
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LETTERS

all of them are enlarged portions of parts of DMA charts with some additional information obtained from maps prepared by the Geographical Institute of Costa Rica. Such 'errors' should be brought to the attention of the Defense Mapping Agency Hydrographic/Topographic Center. They may also be forwarded to *Charlie's Charts* and we would be pleased to verify them and inform DMA of the exact location of the hazards.

It was an omission not to have shown the small river at the western end of Bahia Drake. I would like to thank George and Barbara for mentioning this error and the restaurant they found. With judicious use of the DMA chart and depthsounder, we had no difficulty in anchoring off Puerto Jiminez for several tidal changes. The difficulties experienced by George and Barbara seem to indicate that a warning regarding possible problems in finding a good spot would not be amiss. The Golfito chart has been improved so such misinterpretations will not occur again.

Charlie's Charts are based on the most up-to-date navigational information that is available from H.O./DMA, British Admiralty and Canadian Hydrographic Office charts, combined with personal investigation. We have always welcomed input from users of *Charlie's Charts* and when significant errors are brought to our attention and verified, corrections have been made. In a number of cases we have rewarded the senders with gifts of subsequent issues of *Charlie's Charts* or other nautical books. In this way cruisers have helped to keep the guides current and more relevant for other sailors.

An experienced sailor realizes that visiting an area which has only a few charts and which has only relatively recently been criss-crossed by numerous yachtsmen, has a potential for undiscovered dangers. The number of soundings by DMA and British Admiralty surveyors is much less extensive than on coasts which have had heavy traffic over a long period of time. Thus, the likelihood of finding an uncharted rock is quite possible. The *Queen Elizabeth 2* hit an uncharted rock off Cape Cod in August. If an uncharted rock can be found on such a well-charted and heavily-travelled coast, there are obviously many rocks which have yet to be found on a coast which has had far less examination. Cruisers are urged to be constantly vigilant, avoid cutting corners, and to monitor depth sounders when approaching land.

Margo Wood
Charlie's Charts
Surrey, British Columbia

⇓⇑A KNACK FOR NAMES

A while back, I bought a used North main from a tall rig Catalina 27. It came pretty close to fitting our current boat, a Lancer 27. Although the sail was more than 15 years old, it had never been used and was in pretty good shape. We had the sail shortened a little bit and had a new foot installed at the reef-and-a-half position.

It's turned out to be a great sail for summer months on the Bay, as reefing the main is standard procedure for us from July thru mid-September. The sail also works well in tandem with the 95% jib when the wind is on the nose.

Because the sail doesn't deliver as much punch as our normal full-sized main, the sail is called 'the half fast main' by the crew. Our boat's name? *Hind Sight*.

Jack 'Big Crulser' Chalais
Hind Sight (It's Perfect)
Marina Village, Alameda

⇓⇑MY SAILING CAREER WAS ALMOST CUT SHORT

I'm relatively new to the sport of sailing — just two seasons. Although short on experience, I have a lot of desire, and your publication has helped spark my interest and has provided a lot of good information — straight from the experience of others.

Now down to business. I'm the first mate on the trimaran *Mandalais*. She's a 34-foot Brown design from Sacramento, currently

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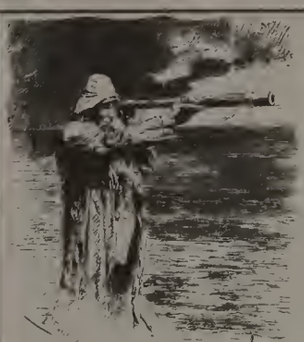
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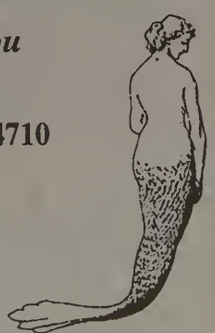
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LETTERS

at Bruno's Island in the Delta. My sailing career was nearly cut short last summer when I called the storm jib, a 'jiblet'. I thought that 'jiblet' was a perfectly good name. What do you think?

Suzan Brackin
Lockeford

Suzan — We think a woman with a talent for nicknames such as yourself won't ever be at a loss for boats to crew on.

⇓⇑WHAT ABOUT NOVICES?

I'd like to know what is the essential equipment for extended ocean cruising — information I've never directly come across in my reading.

Such a list could be endless, I suppose, but I'm thinking about what's necessary for one or two people sailing as far as Hawaii aboard a 30-footer.

We're interested in what's necessary for safety and well as things like fresh water and reliable navigation, some extra hardware and sails. Everything I've read indicates people have either taken too much stuff or encouraged risk by taking too little. The point is, I don't want to spend all my retirement money on what could prove to be needless gear.

I'm also interested in the ideal size used boat that can currently be bought for a reasonable price — about $20,000. I understand that a boat over 30 feet provides more speed, room for gear and comfort than do others, and can easier take the beating storms can give.

P.S. As a current 'drylander', it's necessary that I plan my shopping carefully, because it takes all day to drive to the ocean. I have a couple of years to prepare and average financial resources and past sailing experience. I've done a little offshore sailing to date, but no extended cruises.

Jerry Lugert
McDermitt, Nevada

Jerry — Safety first. The most important safety feature you can have on your boat is not life-jackets, life rafts, safety harnesses, EPIRBs or any of that stuff. It's your skill as a sailor. Give an incompetent sailor the best built and most well-equipped boat in the world, and he'll likely wreck the thing and mangle himself before he gets halfway to where he thinks Hawaii is supposed to be. But give a Skip Allan or a Commodore Tompkins a couple gallons of water, a couple cabbages, a compass and a beat-up Cal 20 with lousy sails, and they'd make it to Hawaii without too much trouble.

What's 'essential' depends on your individual requirements and financial resources. Singlehanders, couples and even families of four have circumnavigated in boats such as Columbia 24s and Cal 25s. Just a couple of months back we had a feature on a Greek sailor who has been out cruising for six years on a 21-footer. But just because other people have done it doesn't mean you'd want to. We certainly wouldn't.

The truth of the matter is that you can't prepare to sail in the ocean while living in the desert. Furthermore, it's a dangerous misconception to think that you can buy a boat, some gear, and shove off. Sailing the ocean requires total self-reliance — forget about the Coast Guard or anyone else helping you — that only comes from experience. And you can't purchase experience in a store. The more first-hand experience you have, the less questions you'll have for us.

A word on the big picture. If the maximum distance you want sail is to Hawaii, in all probability you really want to cruise to Mexico. It requires fewer skills, less of a boat, is cheaper and has at least 50 times as many good anchorages.

⇓⇑DROP THE MACHO BULLSHIT FOR A MOMENT

I must commend you on the broad range of subjects that you've commented on over the years. Everything from sex at sea to the effectiveness off different bottom paints in the Hawaiian Islands.

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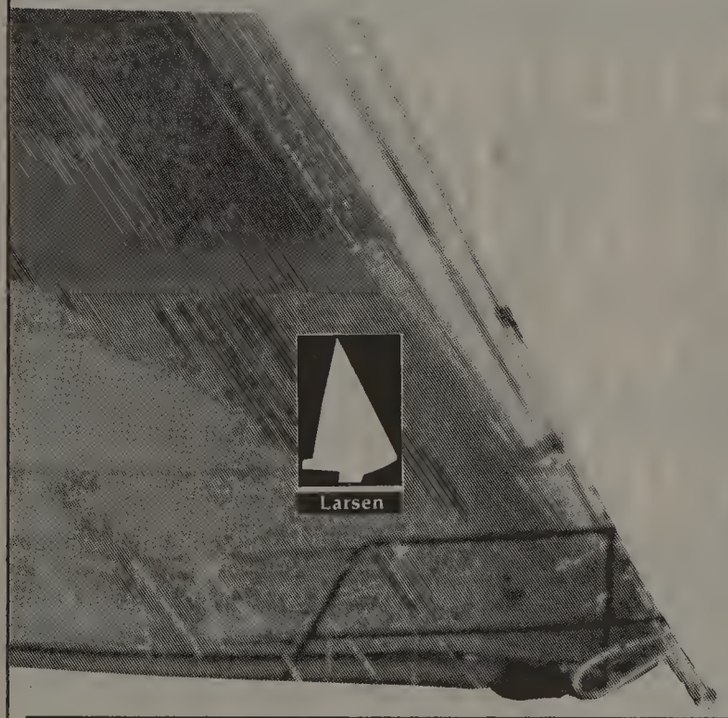
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LETTERS

However, I would enjoy discussing a subject that you have never covered: the fears encountered during a first long distance ocean crossing. I know that a high percentage of Bay Area sailors are just that, Bay sailors, and have a deep fear of going outside the calm confines of the Bay.

Could we drop the macho bullshit for awhile? I'd enjoy hearing from some of the skippers about the thoughts they had the night before they left on their first trip to Hawaii or the South Pacific. It's a very, very big ocean.

I plan on making the voyage someday, but with a great deal of apprehension.

Alan Peterson
Garden Grove

Alan — Any skipper who isn't apprehensive when heading out on a first long voyage shouldn't go, because something is wrong with him or her. It varies from person to person, but generally the pre-voyage apprehensions diminish with experience. We recommend the following mantra to help you out: 'If singlehanding 16-year-olds and grandmothers can do it, I sure as hell can, too!"

⇓⇑CAN'T FIND THE FILTER

I am a big fan of your magazine! I keep reading about the 'Baja Filter', but despite looking through many issues, haven't seen them advertised anywhere. Can you tell me where to buy one so I can keep the dirt out of my fuel?

John Dean
Vandemere, North Carolina

John — Check out the ads in this issue and you'll see that perseverance pays off. The Baja Fuel Filter is usually advertised in the fall when boats are headed down toward Baja.

⇓⇑FEELS GREAT TO HANG ONTO

I ordered a leather wheel cover from one of your advertisers, Boat Leather of Seattle (1-800-468-9110). The fine grain buckskin cover arrived quickly; it was beautifully constructed, pre-drilled and uniform throughout.

Although easy to do, it took me two evenings to stick it on the wheel of my Yorktown 35. It feels great to hang on to!

A comment about another product I like a lot: If you folks could put *Latitude* out twice a month, I wouldn't mind paying a dollar a copy. Not enough incentive? How about about a dollar-seventy-five?

John Heath
Psychic Shock

John — Thanks for the nice words, but we wouldn't do it twice a month for a million dollars.

As for leather wheel covers, they're great. Those stainless destroyer wheels get chilly on cold, foggy days on the Bay or out in the ocean.

⇓⇑RAP CULTURE HISTORY

Yo *Latitude*! You let me down for a moment.

If you're going to challenge Hammer to a rap duel, then make sure you call him "Hammer", 'cause the "MC" is history in rap culture. Now, as is said, you've been knowledged!

Peter Meitzler
San Francisco

Peter — We'll probably get a rap on the knuckles for this, but we're not at all troubled by our ignorance of 'rap culture'.

⇓⇑WHAT COULD THEY HAVE BEEN DREAMING OF

Our hat's off to the 'Keeping It Clean' cruisers on Isla San Francisco, Baja California Sur. They're a great example to all of us

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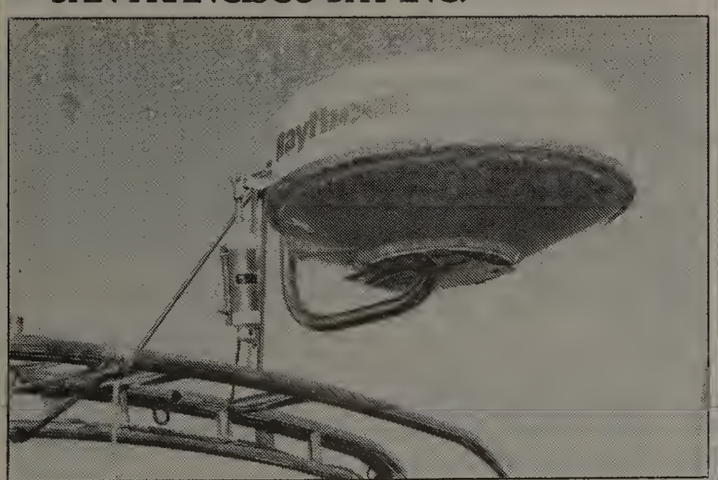
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Boats with running backstays face the problem of keeping the leeward runner under control. Going upwind the leeward runner is slack and the flying block tends to flail around the cockpit. Typically, a system of shock cord retrievers is placed on the permanent backstay to hold the slack runner up and out of the way.

A simple retriever consists of a #082 Bullet™ block lashed to the backstay. The shock cord starts at one runner block, passes up through the Bullet block and down to the other runner block. The length of the cord is adjusted so that as the windward runner is tensioned, it pulls the leeward block up and aft to keep it out of the cockpit. Using shock cord insures that the blocks have an unimpeded range of motion.

Some boats will use a #084 double Bullet block aloft on the backstay and a #082 single Bullet closer to the deck. The shock cord starts at one runner block, goes aloft to the double block, travels down parallel to the backstay to the #082, and then aloft again to the other sheave in the double block before finally heading to the other runner block. This system permits the use of a longer length of shock cord to insure that the retriever has enough power to lift the blocks.

Downwind, the retriever can cause the running backstay to pull against the mainsail leech. To prevent this, some boats have rigged adjustable retriever blocks. The retriever block is attached to a pennant rather than lashed to the backstay. The pennant leads to a #224 Micro block mounted at the deck and then forward to a #279 Micro cam. The pennant can be released for downwind sailing and retensioned to keep the runner blocks clear of the cockpit upwind.

Andrew J. B. Fairley
Harken UK



#084 Double Bullet Block

#082 Single Bullet Block

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LETTERS

cruisers as well as our neighbors to the south.

Now, about all those folks rescued off Cabo during hurricane *Darby*. What could they possibly have been dreaming of out there in hurricane season? It sickens me to know my tax dollars — and everybody else's — are going to rescue people who have no business being there in the first place. Is there no clause governing who gets rescued, as well as where and when?

Maybe the Coast Guard should simply confiscate the boats rescued as payment for all their heroics — which is what I call going out in a hurricane — and our tax dollars.

P.S. A tip of the hat to both Sanford-Wood Boatyard in Richmond and Bruno's Island In the Delta. We were treated well during our stays at their facilities.

Joe & Sue Payne
Steel Wind
Anacortes, WA

Joe & Sue — The Coast Guard policy is: "In the case of an emergency, we will respond by sending all available resources". In other words, rescue first, ask questions later. We think that's the correct approach — but sometimes you have to wonder if more reckless mariners shouldn't have to pay at least a little something for what they cost everybody else. The Coast Guard does have the power to assess fines in such situations, but they rarely do.

⇓⇑PERSONALLY, I'M SOLD ON THE GUN

Thanks for printing Wayne McFee's great article, *A Call To Arms?*. I couldn't agree more with him.

Our experience deals mostly with transporting a .12 'mariner'-finished shotgun, ammo and a gas-powered spear-gun by air from San Francisco to Gibraltar. This all happened in October of 1989, when the plan was to meet our friends Larry and Julie Lee aboard their gaff-rigged cutter *Iron Horse* in Spain. We were going to sail the boat to Barbados.

I built a wooden box to hold the broken-down guns and ammo can. After painting them, Larry hand-painted 'Yacht *Iron Horse*' on the side. It truly was a masterpiece, and I'm convinced had much to do with easing many potential problems.

We first called American Airlines, and they wanted the ammo separate from the guns. No problem. We flew to Gatwick, England, and had the box stored in the Queen's Locker while we toured the Lake District. When picking it out of the Queen's Locker, I hand-carried it to British Airways, which checked it in with the regular baggage. They did, however, want the guns and ammo in one box. They also confiscated a quart can of pine tar because it was "flammable". I tried to talk them out of it, but couldn't.

We arrived in Gib and left the box at the airport with the police while we sailed *Iron Horse* from Spain to Gibraltar. Then they allowed me to carry my box by bicycle, unescorted, the two miles to the Customs office at the marina. It remained there while we waited three weeks for a break in the weather.

When it came time to depart, I had to obtain a free permit from an office downtown. Customs then simply gave the guns to me. I carried the box on my bike back through town and onto the boat. And we were gone.

Our first stop in Morocco was Mohomada. The Port Police came aboard and put a wire seal on the hasp along with a paper document and allowed us to keep the box on board as we wanted to leave early the next morning. We got another wire seal at Safi, our next port, were there wasn't any problem either.

On our return, we stopped in Tangier, where Customs took the shotgun and left the box. But they put a seal on it. The following day we planned to leave for Spain via ferry and made arrangements to pick up the gun. "No problem," they said. Ha!

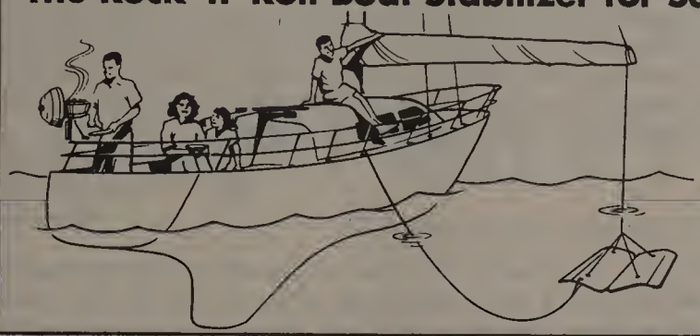
It was another story when we came to get the shotgun the next morning. We were told that the official with the keys would be In at

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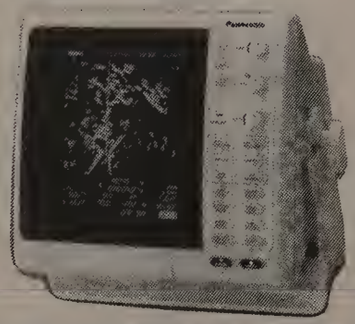
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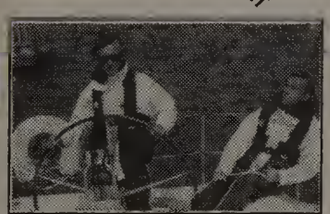


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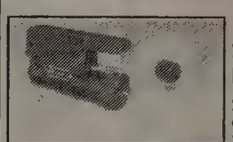


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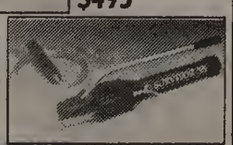
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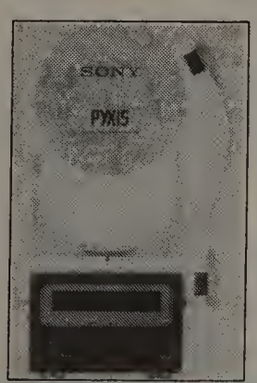
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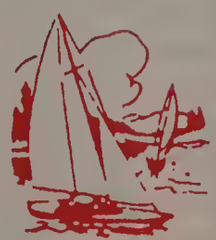
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10:00 a.m. At 10, we were told he'd be in at 2:00 p.m. But no keys then. We were still optimistic when we returned four hours later. The last ferry for Spain left at 8:00 p.m. and there still wasn't anyone to unlock the vault. I'm sure we could have waited them out and got the shotgun, but it was real close to Christmas, we had stand-by seats on the ferry, and really wanted to get on.

I've since replaced the shotgun with an identical one. Personally, I'm sold on it. I love challenges and advise others not to fear the problems, but to allow 2-3 hours for each encounter.

I suppose if I were raised in a country where guns were prohibited, I would feel differently. However, I do believe in regular practice with the gun, not only to be comfortable with it in the dark, but also because a new gun is stiff and works much better with use. Besides, if I get in a corner and everything else has failed, I will be glad to have my shotgun to use.

But as McFee pointed out, there are so many other options to try first. Personally, our biggest fear is the 'good ol' boy' in a white boat who comes alongside with a big smile saying he needs help — and then tricks us. I suppose that's why I let my wife come along, I always send her out first. No use in both of us getting it.

Roger & Debi Brown
Tropic Tramp
Sausalito

Roger — We certainly don't give a damn about being 'politically correct' and we've got a loose sense of humor, but the last three sentences of your letter are really dumb. The joke's not on your wife, it's on you — and it's all about completely blowing your credibility. Forget the 'good 'ol boy in the white boat'; you best keep looking over your shoulder for the Avenging Angelette, who is stalking you with your own shotgun.

⇓⇑COMMENTS OF CO-OWNERSHIP

I'm thinking of buying an Albin 25 motor cruiser, but the maintenance and insurance are a bit beyond my means. Do you have any comments on joint or co-ownership of motor-cruisers?

I'm somewhat familiar with co-ownership of sailboats, which seems to be very common. But I imagine power-cruiser partnerships are more problematical, in that there's a stronger urge to personalize a floating trailer. And who wants their cozy home messed up by anybody else?

I imagine there also might be some insurance problems, although I can't think why there would be more than with sailboats. You can't go very fast with a small diesel, no matter if you're in a sailboat or motor-cruiser.

My intention is to sail around in the Bay and the Delta, but not in the open ocean. I'd keep the boat in Emeryville, Berkeley or Richmond. Again, I imagine motor-cruiser fans would rather their boat be based in the Delta.

I've had a lot of dinghy experience, and some limited experience in handling friends 30-foot sailboats under power, but can you suggest classes I should attend to skipper a 25-foot power-cruiser?

John Kenyon
Berkeley

John — Boat partnerships of all types seem to be more popular than ever. While everyone would like to own their own boat, the temptation to be able to use it just about as often for half or quarter the cost is very strong.

Like marriages, it's hard to predict which partnerships will stand the test of time and which will end up in hard feelings — if not court. Generally speaking, the more experienced the partners, the more likely the partnership will work out. The reason is simple: fewer surprises.

You're not going to like this, but we've got to tell it the way it is: the least attractive candidates for partnerships are those who 1) have



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LETTERS

financial limitations, and 2) haven't much boat experience. The reasons should be obvious.

Nonetheless, we know of a number of partnerships between first-time boatowners — both of whom went the partnership route because they couldn't afford it alone — that have been successful. Good luck.

As for learning how to properly operate a 25-foot power-cruiser, you can get the basics at classes taught by your local Power Squadron or by schools advertised in the pages of Latitude. *After that, you just need common sense, practice and a bunch of fenders at the ready.*

⇓⇑ERICSON PARTS, FROM DECALS TO HATCHES

I wish I knew about Pacific Seacraft before I set out to find 30 feet of replacement gunwale molding for my Ericson 30. As I'm sure you're aware, Ericson went out of business a few years ago, leaving us in the lurch.

After chasing all over the country from Rhode Island to Washington, I found that Don Kohlman at Pacific Seacraft has a stock of original Ericson parts, from decals to hatches to T-shirts. Readers of yours who drive Ericsons should now know who to contact.

Bud Bellit
Strokes
Palo Alto

Bud — Thanks for the information. Pacific Seacraft can be contacted at 1301 East Orangethorpe, Fullerton, CA 92631. Their phone number is (714) 879-1610.

⇓⇑JAPANESE STYLE

Was it merely coincidence, or "knot", that your *Sightings* article on line-handling and knot-tying, Japanese-style, appeared as the 'centerfold' of the September *Latitude*?

Suzie Mosshammer
The Gear Store
Half Moon Bay

Suzie — You'll never believe us, but it was mere coincidence. Chaos reigns supreme around Latitude *until just minutes before the issue heads to press, so we in editorial don't know exactly what material is going to appear on which page. By the way, that particular bit of what we hoped would be taken as humor was a leftover from the previous issue, where it hadn't made the cut.*

⇓⇑TAKE THE ADVICE OF THIS JERK

It finally happened: I managed to violate the navigation rules of the road. Although no collision resulted, I've been feeling pretty stupid ever since. The other skipper had some choice expletives for me, and this is the only forum I can think of to offer him my profound apologies.

As much as I'd like to buy him a case of beer and swap sea stories, in this age of pissed-off people and widespread gun ownership, I'm afraid my conscience will have to defer to my sense of personal security. The old name and address will have to be withheld on this one.

Here's what happened: On Sunday, August 13, my 40-foot cutter and I were southbound out of Sausalito under a single reefed main and stays'l. We were beam reaching at what the trusty knotmeter said was between 7 and 8 knots. Pretty fast for the old girl, but then again, it was blowing pretty good.

In my attempt to keep a proper lookout (Rule 5), I noted that among the many sailing and power vessels operating in the vicinity, the only one that presented a risk of collision (Rule 7) due to its constant bearing and decreasing range, was a 35-or-so-foot sloop about 45° off my port bow and perhaps a mile-and-a-half distant.

My first thought went back to my experience aboard engine-driven vessels, in which I would be the stand-on vessel and the other guy the give-way vessel. But we were two sailboats and things are very

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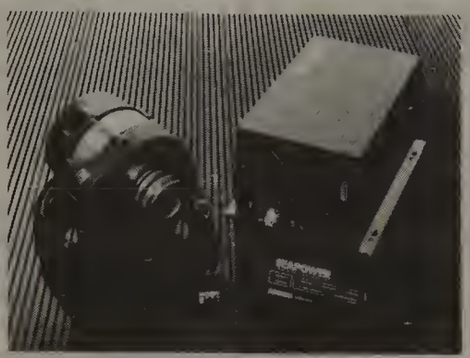
April *Sport Fishing*

Joe Carpenter, a New York businessman installed a 5-kw system and said that the device "works perfectly – it supplies all the power I usually need at 800 rpm, or 1000 rpm if everything's running." Mr. Carpenter, who was going to install a genset, chose the SEAPOWER for its light weight, lower cost, and ease of maintenance. He's convinced he made the right choice.

April *Yachting*

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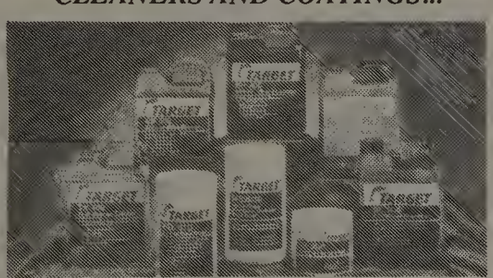
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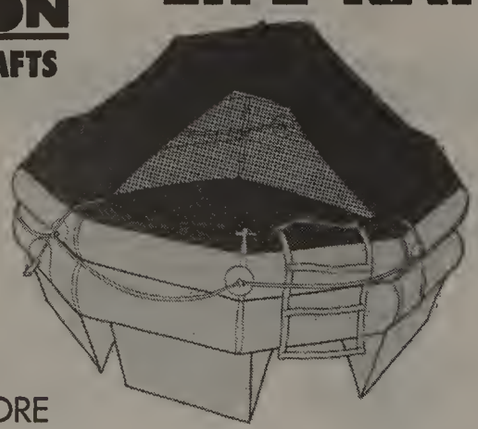
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different once the wind becomes the source of propulsion. So I think to myself, 'Okay, In a crossing situation the windward vessel has the right of way . . . or is it the other way around?'

A look through the binoculars established that he had all canvas flying and was moving fast. He might have even been overpowered (forgive my cruiser's perspective here, as anything over 20° heel is what I consider overpowered). He was clearly of much lighter displacement than myself, and I thought, "Well, it'll be a while before we get too close, and he'll probably scoot past my bow like I'm standing still."

Other things then occupied my attention for about 20 minutes. This is when my normal 'prudent mariner' self should have pulled out the *Rules of the Road* and cleared up my uncertainty about who has the right-of-way in a crossing situation.

But, I guess complacency can find it's evil way into just about any sailing experience on the Bay. The next time I gave the other boat further attention, he was about 150 yards off and — you guessed it - on the same bearing. There was no time to read the rules now. Besides, why would the rules be different between two vessels of similar type? I know that different types of vessels must yield right-of-way to less maneuverable vessels, but the two of us were equal, right? So I figured that as the windward vessel, I had the right-of-way.

It was going to be close and the other skipper wasn't even looking at me — although the nice lady perched on the high side gave me a friendly wave. In hailing distance — which is too close (Rule 8) — I tightened up to a close reach to turn away. While heading up, I tried to be casual as I loudly remarked, "You might have considered yielding to me, cap'n."

The startled look on his face let me know that he hadn't seen me. But that was no excuse for me getting within 100 feet. He immediately jerked his mainsheet free and fell off the left as I headed to the right.

Following his immediate "Son of a . . .", I remember saying something like, "Hey, I was the windward boat!", as he bore off to get away from an obvious lunatic.

As soon as I said it, I knew I was wrong. Dead wrong. I got my lovely bride to take the wheel and went below to get the *Rules of the Road*. Rule 12 said it all. I won't quote it here, because I think my idiocy will possibly give some of you pause to go have a look yourselves. That's right folks, take the advice of this jerk and go refresh your recollection of the *Rules of the Road*. You may find it interesting to do so, say once a year or so, just to see what you forgot since the last read. It may just save you a lot of hate and the hassles of insurance claims.

As for the sailor I unnerved ever so blatantly: He has my deepest apology. I'm sorry for having caused you such immediate and frightening concern for the safety of your vessel and crew by placing us both in such a dangerous position due to my inattention and erroneous assessment of the situation and applicable NAVRULES. If you're reading this in *Latitude 38* and realize you were the gentleman I offended, please let them know. Although my personal security concerns prevent identifying myself, I'd like to know you read my apology, whether you accept it or not.

No Name
Berkeley

N.N. — That's quite a letter.

First off, let us put your mind to rest. The San Francisco Bay Rules of the Road Enforcement Committee knows who you are, where you keep your boat, where you live, and how to blow your boat, your home and your family into little bitty pieces. If they rule you must be 'cleansed' from the Bay, they'll do it in their own sweet time.

As for the rules of the road, the three of us on the editorial staff, who have a collective sailing experience of about 70 years, and who have raced across oceans, cruised to Greece and back, won several YRA championships and a bunch of other junk, have boiled them

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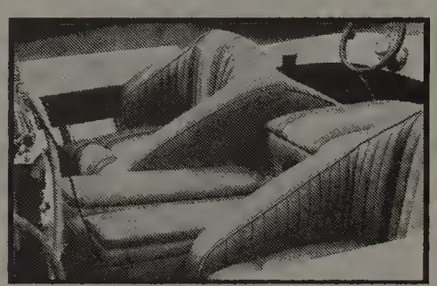
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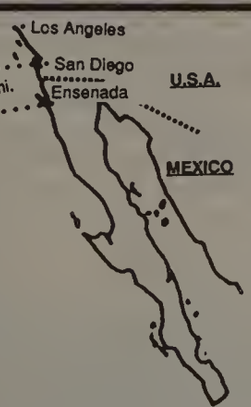
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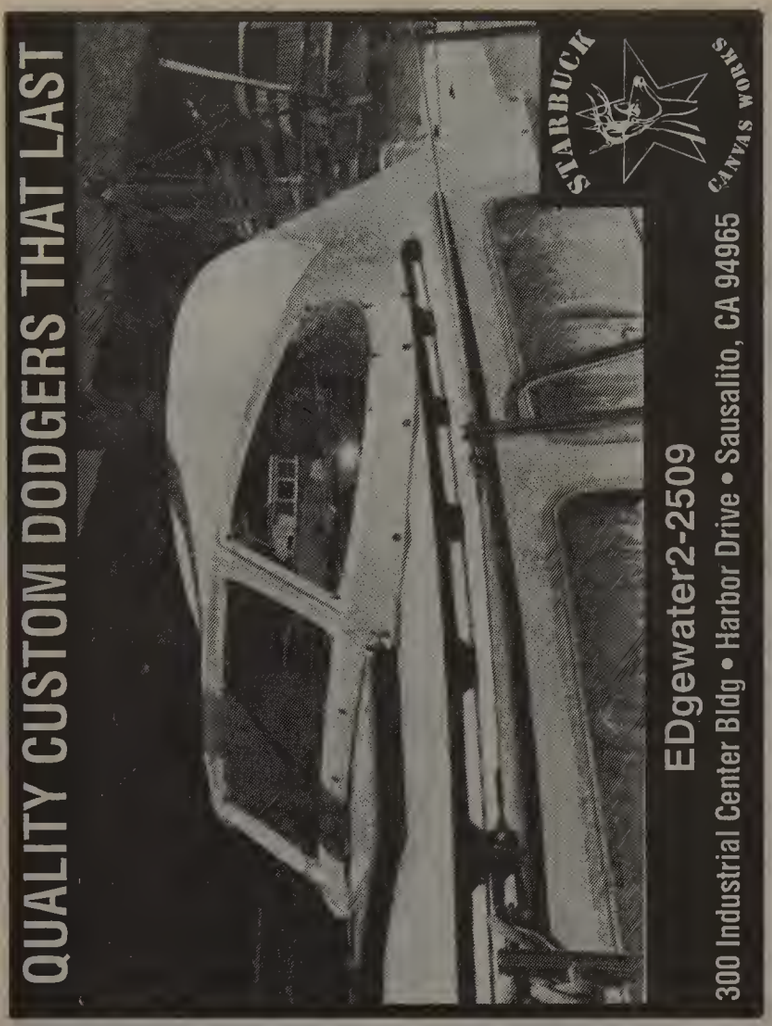
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LETTERS

down for you to just only three: 1) Starboard has right of way over port. 2) Windward has right of way over leeward. 3) Pass port to port. Actually, we thought about further boiling it down to just one rule, one we were taught in junior sailing classes several light years ago: "Tiller towards trouble". But after much discussion, we concluded that's more of a homily than a rule. Anyway, as a matter of physics, we give way to all boats that are way the hell bigger than ours.

We've only collided with 30 or 40 boats in our illustrious sailing careers, so let us give you some tips. First, boats a mile-and-a-half away are not "in the vicinity". Novice skippers always make the mistake of worrying about boats that are so far away as to not be threats. When you're talking 40-foot sailboats, a quarter of a mile away might as well be in the Atlantic Ocean. You've got minutes to make the slight course and/or sail adjustments to easily avoid a close call.

Secondly, the order of the above three rules. You can't mix 'em.

Thirdly, the following poem, which we publish despite Latitude's *normal prohibition against verse:*

Here lies the body of Michael O'Day,
Who died maintaining the right of way;
He was right, dead right, as he sailed along,
But he's just as dead as if he'd been wrong.'

In other words, if a collision seems imminent, both vessels must make all efforts to avoid a collision.

⇓⇑UNSAFE TIME OF YEAR TO BE IN HAWAII?

Thanks for your reply last month to Todd Price regarding the best times of year to depart for Mexico and/or the South Pacific. And, in the same issue, the article about a first cruise to Mexico. I found both to be very informative — but I also found myself wanting some clarifications regarding the safest time to cruise in regions susceptible to hurricanes.

We are a liveaboard family whose current goal is to take a year off and trade the beauty of the Pacific Northwest for the beauty of Mexico, the Marquesas and Hawaii. We're thinking of departing Puget Sound in July or August, stopping in San Francisco, and eventually working our way down to San Diego to join the fleet as it departs for Mexico in November. In late February or early March we would like to make the passage to the Marquesas and then, in May, head north for Hawaii. After a brief layover in Hawaii, we'd head back to the Pacific Northwest in July/August.

But based on your response to Price and the information in the Mexico article, it would appear to be an unsafe time of year to be in the area of Hawaii. What advice can you offer?

I know that a number of popular west coast ocean races finish in the Hawaiian Islands during the month of July. The fact seems contradictory to what common sense would dictate, given the Eastern Pacific hurricane season. I would appreciate any comments or reactions you can offer.

Additionally, any thoughts or opinions regarding our admittedly ambitious itinerary would be helpful. For instance, would a Pacific Northwest, Mexico, Hawaii, Pacific Northwest loop be more practical?

Thanks for doing such a great job month after month.

Matt Herinckx
Olympia, WA

Matt — Get the opinion of others, but we think your itinerary is so ambitious that you won't have any time to stop and sniff the frangipani. If you've only got a year, we suggest you either drop Mexico, or better yet, the Marquesas.

Here's the deal about eastern Pacific hurricanes. Most form a couple of hundred miles off the coast of southern Mexico and head northwest in the general direction of Hawaii. Most fizzle long before they near the Big Island, but a very few of them continue to either the north or west of Hawaii. Ticonderoga *and* Stormvogel's *great TransPac battle of 1965 (*Ti *won by five minutes), for example, was*

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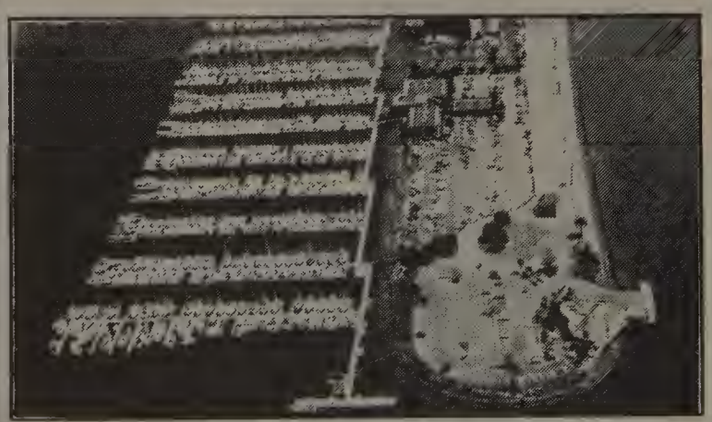
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LETTERS

propelled by 50-knot winds on the fringe of hurricane Beatrice. The legendary 1982 Clipper Cup Race to Molokai, the famed 'Destruction Derby', was delayed one day because of a hurricane and then sailed in the remnants of it. And while covering the West Marine Pacific Cup this summer, a dying hurricane passed to the northeast of the Islands.

And then there are Central Pacific hurricanes that form west of 140° and head north. By far the most famous is Iniki, *which just knocked the hell out of Kauai and damaged at least a few boats on all the islands.*

The bottom line is this: For all intents and purposes, you can sail from California to Hawaii any time of year and not have to worry about hurricanes. If you're really concerned, carry a weatherfax that will allow you to spot them and flee to the cooler waters of the north. Hurricanes just can't survive much north of Hawaii.

Similarly, you can safely sail from Mexico to the South Pacific or Hawaii as long as you leave Mexico by early May. If you leave Mexico for either destination after June 1, however, you can fully expect to be chased by a tropical storm or hurricane. And that is something you don't want to do.

We hope we've made ourselves a little clearer this time.

⇓⇑PROVINCIAL & PATRONIZING

Regarding the September issue's *Scouting Report*, Max Ebb's point that a sailing program can be a great asset to youths, including those in Sea Scouts, is well taken. Beyond that I found the article both provincial and patronizing.

Implying that people are simple, stupid and wasting their time is a poor attitude to take toward a group that is doing you a favor. Perhaps you just can't bring yourself to say anything positive about people that would train kids to operate 'stinkpotters'. "Happy as gophers in soft dirt", "archaic exercises", ". . . ways to make them seem important". Indeed! Shame on you.

I have raced Folkboats and Hobies and taught sailing on the university level. I now teach sailing and seamanship to young people in the Sea Scout program. Our group sails Lasers, Hobies and a 22-foot Catalina as well as operating a 72-foot power boat. We helped crew the Sea Scouts' largest craft, the 125-foot ex-Coast Guard cutter *Morris*, to Catalina, Santa Cruz and Santa Rosa islands this summer.

Young people of every economic background are given the opportunity to learn sailing, nautical history, marlinespike seamanship, piloting, navigation and more in a drug-free, gang-free, teamwork environment. Some go onto maritime academies, the U.S. Navy and Coast Guard, and many obtain Coast Guard Master's licenses. Almost all leave with good memories and a solid background for a lifetime of safe, responsible, informed boating. An advertising manager who worked for you for years grew up on Sea Scouting. You ran a series of articles on his sailing trip he later made to Mexico on his own boat.

Sailing purists share the Bay with commercial and military boats and recreational powerboaters. Thousands of these are Sea Scouts and former Sea Scouts. We should be working together to get more kids off the streets and into boats — not quibbling about whose boating experience is more valid. It should go without saying that regardless of the medium, respect for boats and the sea is a good thing.

Jim West
Skipper SSS *Tiki Too*
Director American Patrol Boats Museum

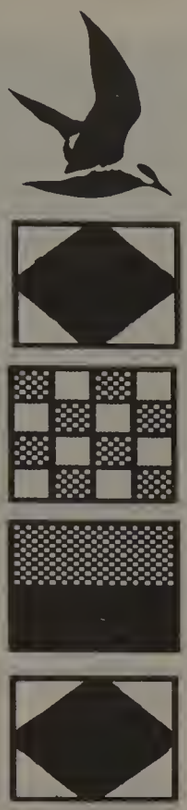
Jim — Some of our contributors take a somewhat more judgmental view of various marine activities than do we, so we agree that some of your complaints are justified. Nonetheless, we think Max had some valid points that are well worth your consideration.

⇓⇑GOOD FRIENDS TOM AND SCOTT

We enjoyed your West Marine Pacific Cup article. We'd been at

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LETTERS

the starting line to see off our good friends Scott Abrams and Tom Corkett who were doublehanding aboard the N/M 70 *Peregrine*.

Tom, incidentally, is the youngest skipper to have ever won the TransPac. He was 23 or 24 at the time. And Tom's grandfather, Clarence Mac Farlane, started the TransPac.

Your magazine is informative, entertaining and addictive! If you send me your Writer's Guidelines, I promise I won't submit any poetry!

Carolyn Crane
Rough & Ready, CA

Carolyn — Digging into our TransPac history book, we find that Tom Corkett was the skipper of Islander, *a German-built 40-foot "family cruising type" that took first in fleet back in 1961. Corkett was then 21-years-old.*

Clarence Mac Farlane is indeed considered to be "the father of the TransPac." His 48-foot schooner La Paloma *finished third of three boats in that first TransPac back in 1906.*

It's interesting to note how little TransPac meals have changed over the years. The following is La Paloma's *menu for June 24, 1906:*

Manhattan cocktails á la MM; spears of asparagus á la Lewis & Co.; stuffed olives, sauterne; flying fish á la Sam; roast veal; new green peas; corn on cob; plum duff á la Spanish; cream puff á la Jim; fruit; cheese; wafers; cafe noir."

Bon appetit!

⇓⇑TOXIC FALLOUT IN POTATO SLOUGH?

I left my boat anchored in Potato Slough for three days in June. When I returned, I was appalled to discover that her horizontal surfaces had been splattered with small black droplets. They proved very hard to remove, requiring hard rubbing with kerosene-soaked rags. Worse still, after the droplet was removed there remained a small raised bump in its exact place. I now have hundreds of these unsightly little 'bumps' in the finish of my boat.

It wasn't until three weeks later that I stumbled on the most likely cause of this mishap. On the front page of an old *Chronicle* I saw an item about the very serious fire that had burned out of control at the Rhone-Poulenc plant in Martinez. The article explained how this company recycles sulfuric acid for oil refineries, and how 200,000 gallons of unprocessed sludge — oil mixed with sulfuric acid — had gone up in a spectacular blaze on Monday, June 22. This was the day before I discovered the fallout on my boat.

Potato Slough is about 30 miles east of Martinez in the center of the San Joaquin Delta, surrounded by farm lands as far as the eye can see. My boat was anchored in a place sometimes referred to as 'bedroom one', at least a mile away from any habitation. There is nothing in the immediate vicinity which could have caused the fallout I discovered on June 23. And there was no evidence of any 'bumps' on June 20, when I had done a thorough scrubbing of the boat in anticipation of the arrival of guests. Since I'd had my boat sprayed with linear polyurethane just two years before at a cost of $6,000, such bumps would have been conspicuous in the mirror-like finish.

My conjecture is that in the extreme heat of the blaze the sulfuric acid and oil combined in some way to form carbon disulfide, an extremely powerful and toxic solvent capable of 'etching' polyurethane paint. This CS2 is volatile, but would have been dissolved along with sulfuric acid and other by-products in the tiny oil droplets being violently expelled from the fiery cauldron. This highly-corrosive aerosol would then have been carried hundreds of feet upwards by hot updrafts and then carried eastward by the prevailing westerlies — 15 knots according to the marine forecast in the *Chronicle* that day.

At some point east of Pittsburg and Antioch, the tiny droplets would have coalesced into larger droplets heavy enough to fall on farm land, sloughs and rivers — where it would have gone unnoticed except for isolated cases such as mine.

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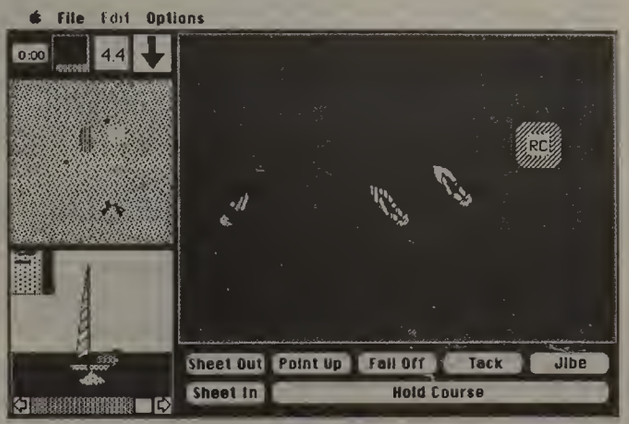
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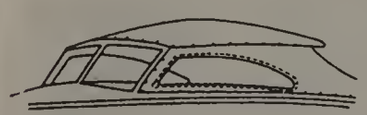
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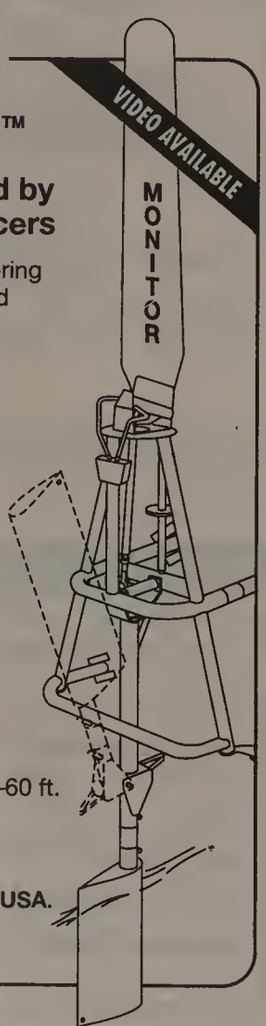
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LETTERS

The bottom line is that Rhine-Poulenc is denying my claim based on "information provided by the Environmental Protection Agency" which, in my opinion, should be renamed the Big Business Protection Agency.

If any *Latitude* readers have boats that similarly affected by this fire and who might be interested in a class action suit, or have facts which could strengthen my case against Rhone-Poulenc, I encourage them to write to your *Letters* section or call me. This would apply to boats and/or vehicles on or near Suisun Bay, the San Joaquin River and adjoining sloughs from Martinez to Stockton. The west end of the Sacramento River towards Rio Vista may also have been affected.

Alan Holmes
341 Oakview Drive
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(415) 593-4371

Alan — We haven't heard of anyone else with a complaint like yours, but we're happy to put the word out. If your boat was affected, surely scores of others were also.

⇓⇑THE COOLEST AND NEATEST PERSON

I wrote a letter to you at the beginning of the sailing season to tell you I had a blast at the Crew Party and met some really neat people.

The coolest and neatest person I met — and with whom I've sailed all summer — is leaving the Bay Area for a job in Chicago. (Lucky Chicago!) He's a great sailor and patient teacher who will be missed a *whole bunch*!

We — Lisa, Joe and little Lisa — sailed with him almost every Tuesday night at the Oyster Cove Marina Beer Can Races and even won several races. Please print this so Mark will know that all of us who sailed with him all summer will miss him. Good luck, Mark!

P.S. I read *Latitude* from the cover to back page.

Julie Harrar
San Francisco

⇓⇑AS APPROACHABLE AS THE MOON

We are a disabled couple without much money that would at least like to *try* cruising in a small way. We've seen ads in the slick magazines saying: "Wanted for free, your unwanted sailboat". Do you think such ads work or would they just be a waste of money?

Leanna is an epileptic who also has cerebral palsy. Amazingly, the only place she has *never* had a seizure is on a sailboat. I don't know what sailing does to her, but she really likes it.

I'm 44 and Leanna is 30.

We still subscribe to *Cruising World* and *Sail*, but run into the same old material: mega yachts for rich people. It's about as approachable as the moon.

Dave Schwartz
Spokane, WA

Dave — People would put ads in newspapers that read: Send money to Box such and such. Apparently some people did, because the Postal Service cracked down on it.

As for putting in an ad for a free boat, the only way to find out if it works is to try it. We've run your ad for free this month.

Incidentally, if you'd like to contact the Bay Area Association of Disabled Sailors — they're BAADS — call Dave Stuart at 236-7821.

⇓⇑TOO MANY WHIFFS OF AGENTIVITY

I am constantly amazed that the Wanderette, obviously a capable and strong-willed woman, puts up with that condescending sobriquet. While the suffix *-ette* is obviously feminine, it is also undeniably diminutive, and to me at least, that is the strongest case it carries. Furthermore, it lacks any whiff of agentivity, such as the suffix *-er* gives to the name Wanderer. In other words, a Wanderette sounds like a small wanderer, not a woman who wanders.

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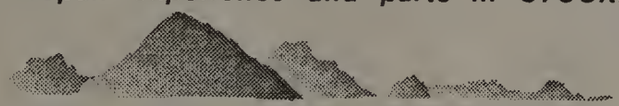


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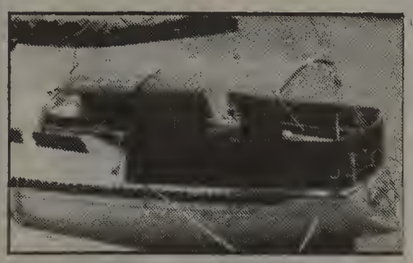
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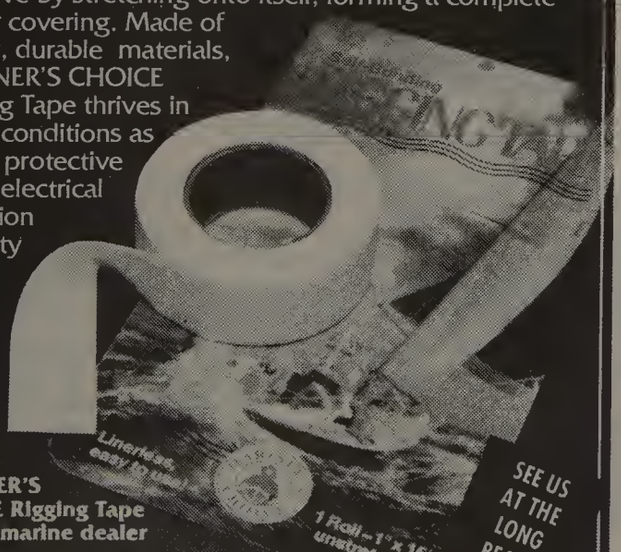
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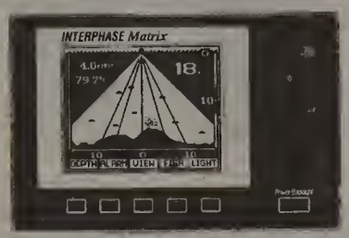


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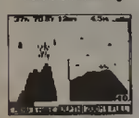
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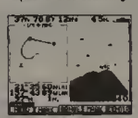
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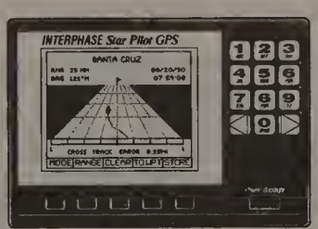
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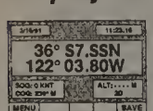
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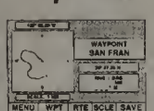
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LETTERS

While the sexist structure of our language fails to provide a direct female equivalent of the suffix -er, I would submit that the best alternative would be -ess. It connotes femininity without diminutivity. The name would then be Wanderess.

How about it, Mrs. W?

Max Crittenden
Menlo Park

Max — The Wanderette feels that there are much better uses of your time than agonizing over whether or not her "sobriquet" is politically correct. She furthermore feels it's condescending of you to think she needs any assistance in that regard.

We must apologize for the Wanderer, who responded by calling you "just another sanctimonious ass." He burst out laughing when you — so concerned about possible sexism — addressed the Wanderette as "Mrs. W".

"If this Max guy is going to be holier-than-thou," the Wanderer declared, "he needs to learn a few of the commandments."

The Wanderer claims that any fool knows that diminutives, for males and females, are not terms of belittlement, but just the opposite, terms of affection. This is true even when such terms might seem derogatory to 'outsiders'. A father who uses the diminutive 'Lo' for a daughter named 'Lauren', for example, isn't being the least bit denigrating or sexist. We know that for a fact.

To conclude this misguided lunacy, the Wanderer would like to point out that the Wanderette is exactly as Max thought her name suggests: a small woman who wanders. She's proud of it, too.

⇓⇑IN MY WILDEST DREAMS

When I started my yacht delivery business in June of 1991, I never in my wildest dreams imagined we'd be as busy as we are now. At this moment, I have a crew delivering a boat from the Bay Area to Anacortes and another crew bringing a boat up from Southern California. I will personally be flying to Hawaii at the end of the month to deliver a 46-foot sailboat to Alameda. In addition to this present business, I have quotes out on two deliveries for vessels from Florida to the Bay Area and a quote out on a boat coming up from Costa Rica.

I honestly give *Latitude 38* most of the credit for this sudden overwhelming success. The ad that I have been using in your fine publication has paid for itself over and over again. It's been the best business move I've made to date and I actually smile when I sit down to write the check.

Gregory M. Urban
President, Marco Polo Yacht Deliveries

Readers — An unsolicited letter. Really.

⇓⇑UNINFORMED AND UNSAFE

We're going nuts around here with expansion, but I must say something about David Freeman's *The Propeller Could Rot Off* letter that appeared on page 66 of the August issue.

'Cutting the green wire' is a perfect example of an uniformed and unsafe solution to a 'minor' problem. After all, a prop falling off is a minor problem when compared to killing somebody. It's true that you can sometimes do it and get away with it, but why run the risk when the consequences are so great?

I suggest that Freeman obtain a copy of the November 15, 1991 *Practical Sailor*, which has an article entitled *The Green Wire Controversy*. The article has minor flaws, but basically presents a good perspective on the issue. The point is, he needn't violate ABYC standards to solve his problem.

Mark Cenac
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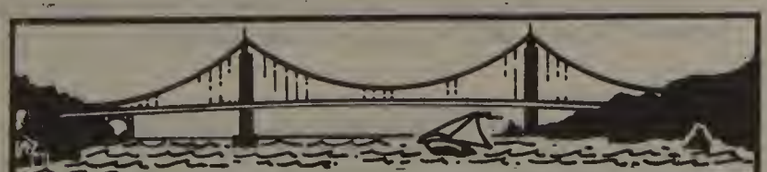
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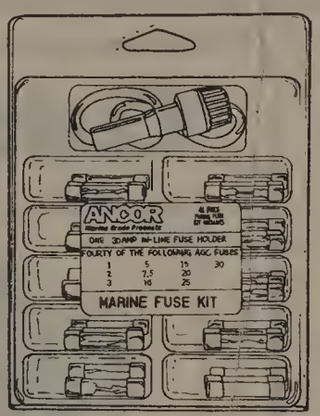
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LOOSE LIPS

You never know who you'll cross tacks with out there!

When Arthur Leigh Allen of Vallejo died last month of a heart attack at age 58, in the opinion of many law enforcement authorities, it was the end of the infamous Zodiac killer. As one of a handful of prime suspects in the 1966-1974 killings of at least 6 people (and as many as 37) in Northern California, Allen had been subjected to many searches in the continuing investigation over the years. Why are you reading all this here? Because whatever else he was, he was also one of us. One of Allen's main interests was sailing, and he was active in local Hobie Cat racing.

Two watchdogs join forces.

BOAT/U.S., with 435,000 members the nation's largest organization of recreational boat owners, has joined forces with RBOC, the Recreational Boaters of California, an outfit that's been called the most organized and effective statewide volunteer boating organization in the country. "This agreement will unite the strengths of each organization, resulting in more clout for boaters when decisions are made in Sacramento," said BOAT/U.S. President Richard Schwartz. RBOC is composed of 179 yacht, boat and sailing clubs and some 20,000 individual boaters statewide.

New Studies on Antifouling.

An apparently entirely new field of research holds the promise of more environmentally safe *and* effective bottom paints in the future. According to an article in the latest *Sea Technology* magazine, the Marine Molecular Biology Program, supported by the Office of Naval Research, is now looking into the life cycles of fouling organisms in an effort to develop a coating that will turn the little critters away before they even think about attaching.

While we think this is fantastic, it concerns us a bit that they've just now thought of this course of action. Anyway, according to the article, by 1998 scientists believe the fleet can expect an effective, environmentally-friendly paint that lasts five to seven years. Five years later, seven-to-ten-year paints should be available.

Junior Sailing Outreach Program.

Encinal YC, in association with the Boys and Girls Clubs of America, the Alameda Girls Club, and program sponsor Bill Gorman Yachts of Alameda, began hosting a Junior Sailing Community Outreach Program back in August. The first five participants, three girls and two boys ranging in age from 12 to 16, took part in the three-week learn-to-sail courses five mornings a week from August 3-20.

The aim of the Outreach Program is to get underpriveleged children in Alameda and beyond involved in sailing, and in the process hopefully remove some of the elitist stigma of the sport. To find out how your child, or a child you know, can participate in a junior sailing program, call EYC at (510) 769-0221. For more on the Outreach Program, call Pam Frank at (415) 435-9440.

More Scouting.

In the "How to Get In Touch With a Sea Scout Ship Near You" information box included in last month's *Max Ebb*, we somehow neglected to include one of few Sea Scout groups that actually advertise in *Latitude*. Oops. With apologies, we now note that the South Bay chapter's Bob Dillard can be reached at (415) 327-5900; and the contact for Southern California sea scouting is Larry Abbott, who can be reached toll-free at (800) 333-6599.

Screw this!

If you feel the way most people do, then you're not a big fan of User Fees. Thing is, until (and if) a repeal comes down the line — Congress continually dangles the carrot, but so far nothing — you're liable to get fined for not paying to have the damn things stuck on

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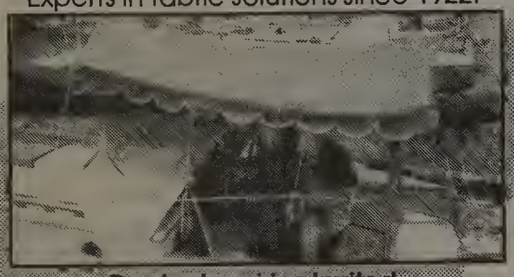
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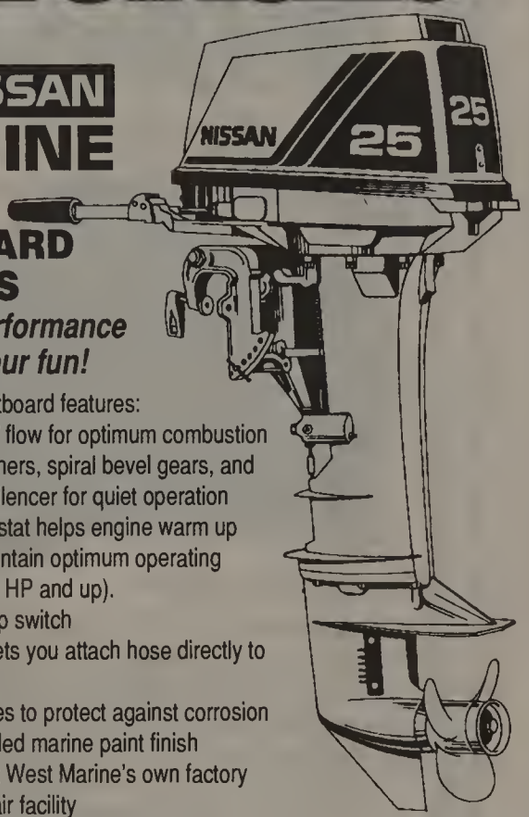
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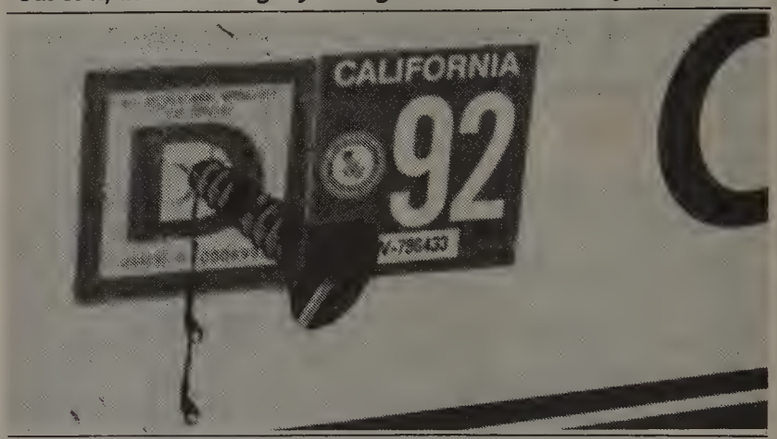
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LOOSE LIPS

your boat.

Long Beach's Judy Rigney came up with a novel way to, if not fight back, at least make your feelings known about the Fees. We first spotted her sticker on the Southern California-based Andrews 43 *It's OK!* when it was up here for the Big Boat Series. We got such a kick out of it, that we thought you might like to know how you, too, can



show your true feelings about the User Fee. The stickers are $5 a pair, part of which will be donated to an organization fighting the User Fee. Send requests to Judy Rigney, 6690 San Haroldo Way, Buena Park, CA 90260. But don't wait too long. Rigney and her husband are busy prepping their Morgan 46 *Volition* for the ultimate User Fee put-down — they're going cruising.

Top this!

Last month, *Latitude* ad rep John 'Dynamo' Arndt sailed the Friday, September 4, Windjammers on *Axel Heyst* and Saturday's Jazz Cup on *Good Times II*. On Sunday, he sailed that boat home from Benicia, and on Monday, he sailed in the NOOD aboard *Power Play*. All we asked is that he check the pulse of racing. As soon as the paramedics restore his pulse, we'll ask him how it was.

Thinking Big.

The first and so-far only American effort in the French-sponsored Jules Verne Trophy — a challenge open to anyone, anywhere, to sail around the world in 80 days within the next two years — is now underway. And if it comes off, San Francisco Bay will be witness to one of the most fantastic sailing machines ever built. Project head Miguel Ferrer hopes to bring the supercat *Formula Tag* here for shakedown, and then use San Francisco as his departure/return point.

You may recall *Tag* as the 75-ft catamaran that holds the current day's run record: 518 miles noon to noon, set in the '84 Quebec-St. Malo Race. They *averaged* 22 knots. Ferrer has joined forces with Tom Curry, *Tag*'s current owner. If the $2.5 million needed for the project is secured by early 1993, *Tag* will be lengthened to 90 feet, trucked to San Francisco, shaken down and depart by December, 1993 with six crew (including two women) aboard. Current plans are for the boat to participate under the name *American Dream*, but we all know how sponsorship works when it comes to names, don't we?

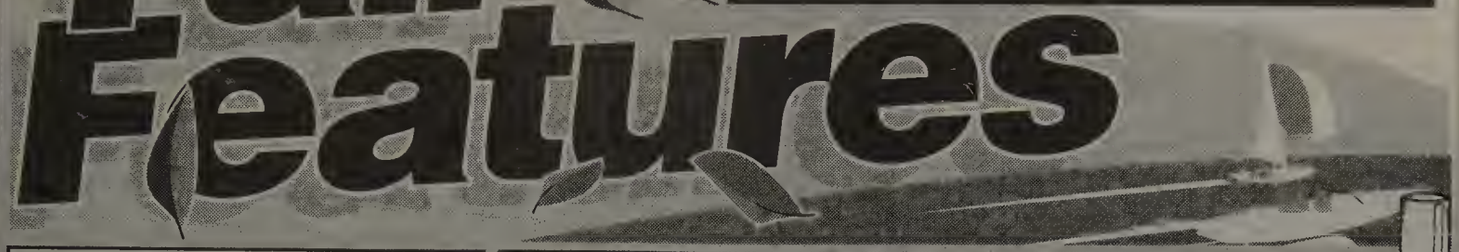
The Jules Verne Trophy was organized last year by Globe Challenge winner Titouan Lamazou of France. Participants may leave from any port in the world, as long as they return to the same place. Ferrer's 12,429-mile 'antipode' route would leave Antarctica to starboard.

Sam's back.

Sam Crabtree's enduring Coastal Piloting Class begins anew on October 8 at the College of Alameda. The Tuesday/Thursday sessions start at 7 p.m. and run through about 10 p.m. Fees for the class run $110, with students supplying their own books and tools. For more information, call Sam at (510) 372-0144.

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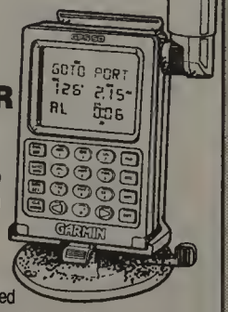

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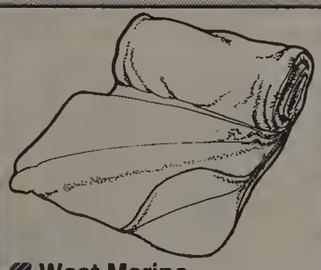
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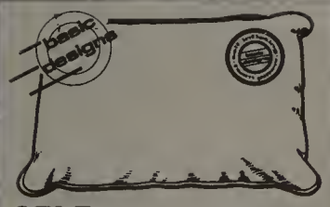

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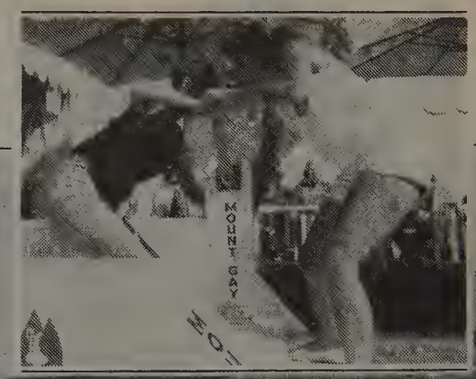
boat shows and the daily grind

NCMA's Fall In-The-Water Boat Show at Jack London Square is once again history. And once again, almost everyone involved from show-goers to exhibi-



KERRY SPINDLER

Above, Frank and Alan. Right, Dave and Doug.



Inset, uh . . . um . . .

tors came away pleased. With numbers up all the way around (booths, attendance, sales, etc.), this is shaping up to be a premier show for sailors in the Bay Area.

Our own efforts were certainly rewarded manyfold, and we thank everyone who came by to take part in our raffles, meet the various 'stars' who sat in at various times, play the 'Regatta' computer game, buy T-shirts or just talk shop. It was fun and we're planning on a similar format in shows to come.

We also co-sponsored with Mount Gay the Intergalactic Grinder Competition, held 'on board' Mount Gay's traveling grinder machine. Using a standard two-speed coffee grinder geared into a special hydraulic system, the apparatus duplicates the raising of a main up a 100-ft mast — approximately the cardiovascular equivalent of putting up the main on a current America's Cup Class yacht. During the exercise, a small sail actually goes up a small mast, and the time is displayed in embarassingly large red numbers on a mock mast readout. Mount Gay's Tom Marr runs the machine and provides the encouragement. The only rule, he notes, "is if you're going to puke, don't do it on the grinders."

Unless you've ever manned a pair of coffee grinders, the Mount Gay machine might not sound like any big deal. And indeed, they're geared low enough that any two reasonably healthy men or women can accomplish the task in a minute or less. The trick, however, is to do it faster than anybody, and that requires strength, endurance and a lot more coordination with your partner than you might imagine.

There were three winning teams. The first, posting the lowest time of the show — an excellent 15.9 seconds — was the team of Alan Weaver and Frank Eger. It's worth noting that Alan has a good bit of experience on real coffee grinders, doing regular duty at that station on, among others, Bill Twist's old IOR warhorse *Blade Runner* during her years on the Bay. Incidentally, the all-time record for the Mount Gay machine is held by a couple of grinders off *America*^{3} who whirled a practically unbelievable (try it once and you'll agree) 10.9 seconds.

The top-scoring women posted a time of 63 seconds. Unfortunately, their names got lost in the shuffle. We're sorry, sorry, sorry. Please contact us and we'll get you in the next issue.

The final top team was Doug Teakell and Dave Wiared, representing the Whale's Tail Bar. This was a challenge put out by Mount Gay to eight different bars along the Oakland/Alameda waterfront. Their also excellent time of 18.7 seconds was good enough to earn the Whale's Tail a donation of $300 to their favorite charity, courtesy of Mount Gay and Young's Marketing. 'Tail owner Wayne Clough, a local J/24 sailor, picked the Make a Wish Foundation.



KERRY SPINDLER

ray's outta here

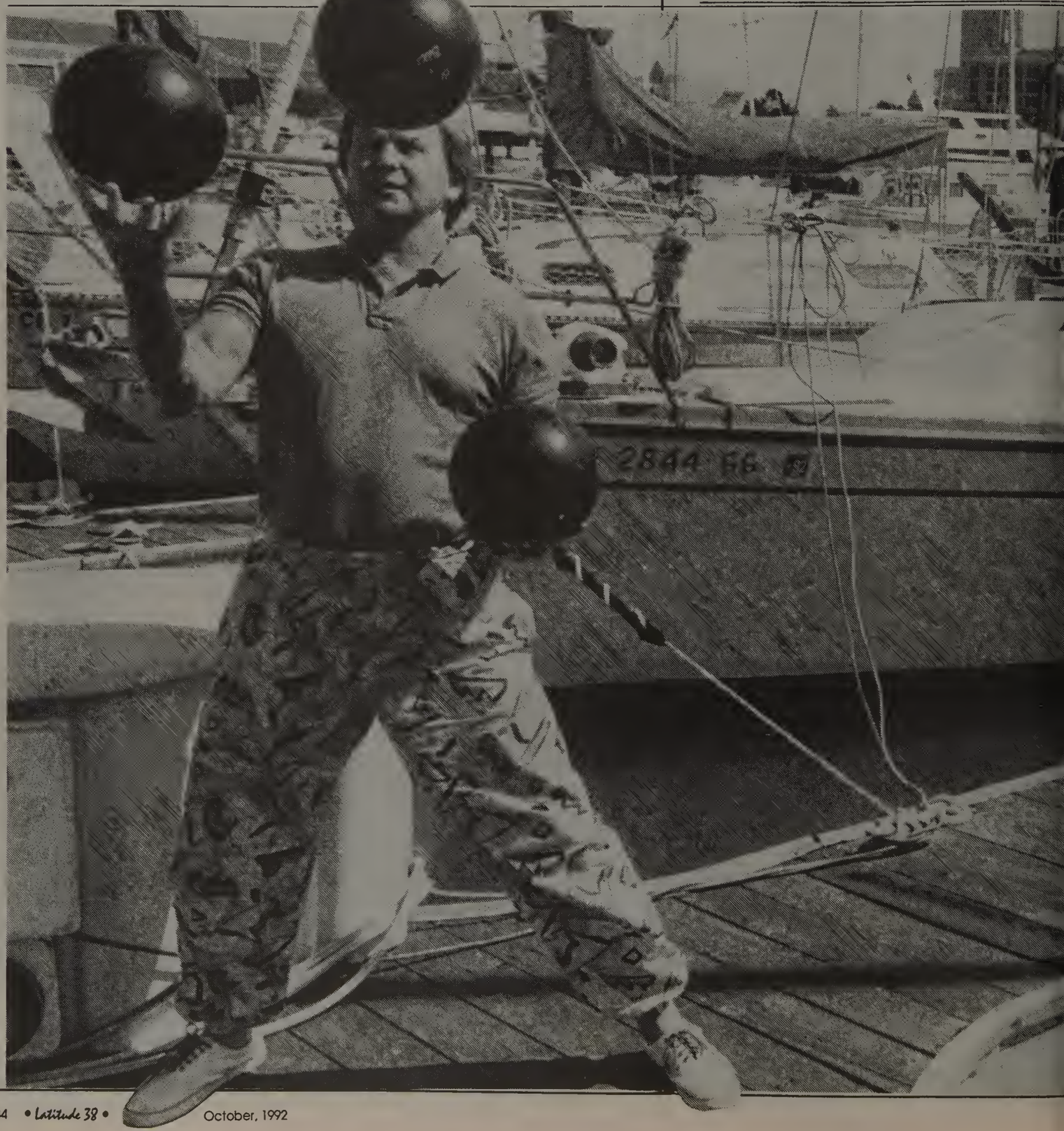
You can call him Ray, you can call him Jay, but you better call him soon, because Ray Jason, elder statesman of San Francisco street performers and the official 49er juggler, is packing up his flaming torches, his razor sharp scythe and knife, his 12-pound bowling balls and he's heading out the Golden Gate for some serious cruising.

Jason, 45, pulls the plug on October 21, at which time he'll let loose his Pier 39 mooring lines and head his Farallon 29 *Aventura* south. It won't be his first time at sea. Ray completed an eight-month tour of the Pacific in 1985 and then competed in the 1990 singlehanded TransPac. This won't be Ray's first grand adventure either. In 1979, he juggled his way

continued

the biggest

That's what some people are saying about the last-month haulout of *Andromeda La Dea* at Stone's Boatyard in Alameda. At 156 feet (LOD) and 400 tons, the big ketch is certainly the largest yacht we or Stone's proprietor Bill Bodle can recall hauled in the Bay in modern times. "I've been told she's the biggest yacht ever hauled in Alameda, at least," says Bodle. Next to *Andromeda*, even the state tallship *Californian* is a relatively demure 94 feet LOD, and only 130 tons.

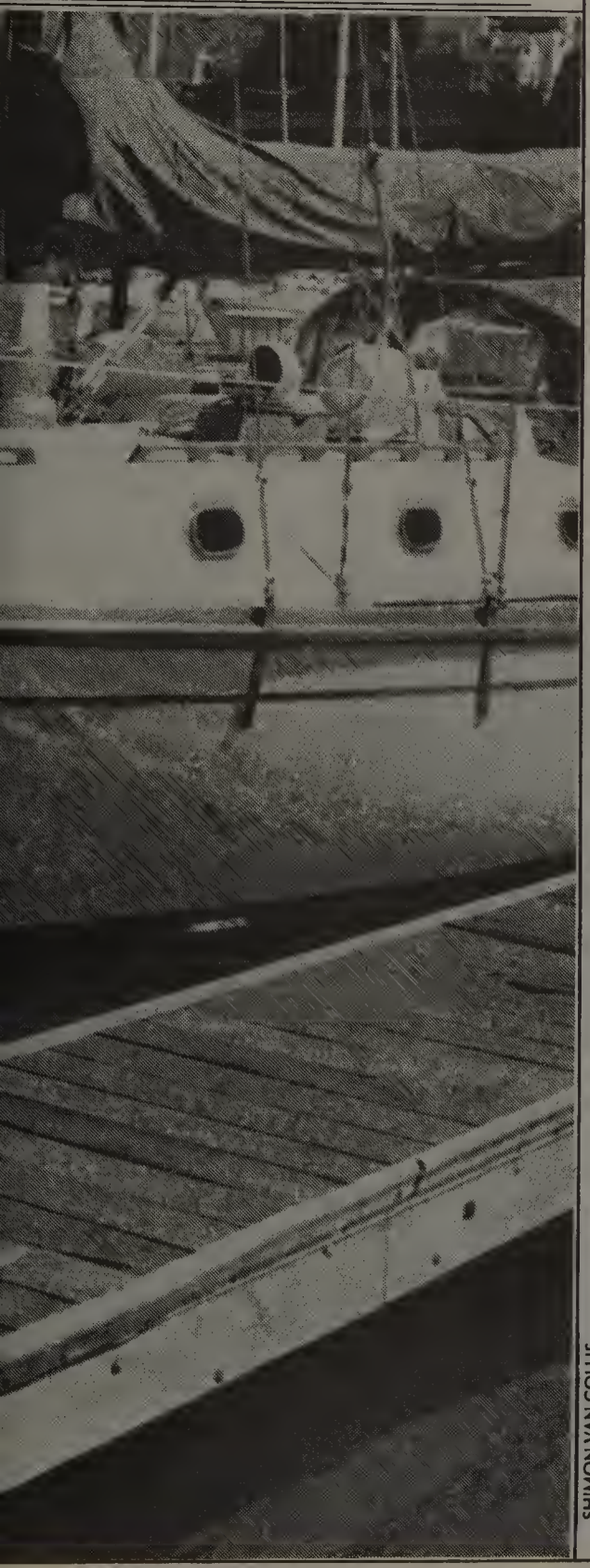


ever?

Stone's heavy-duty marine railway had to be modified slightly to take the big boat. Or, rather, the machine shop did. Located at the head of the railway since 1903, it had to be torn down to make room — now that's service! Actually, moving the shop to newer quarters had been in the planning stages for some time; *Andromeda* just provided the motivation to get it done.

The week-long haulout to do minor

continued middle of next sightings page



SHIMON VAN COLLIE

outta here — cont'd

around the world, returning home with a net profit of $500 after nine months on the road. What's different about this trip is that Ray's not sure when — or if — he's coming back. "I have no deadlines and no destinations," he says. "This trip's completely open-ended."

Going to sea has always been a dream for the red headed, hazel-eyed performer. Raised on Joseph Conrad stories, he knew at some point he would learn to sail. Other things had to be taken care of first, like being a Rhodes Scholar candidate and a radar operator on a Vietnam War munitions ship. Once he got stateside again, he set himself up as a juggler at the Embarcadero, hoping to find a gig that would keep him alive until he found out what he really wanted to do.

What he really wanted to do, it turned out, was juggle. In the past 21 years, he's kept any number of objects in the air, including flaming torches (juggled while Ray wears a blindfold), knives and scythes, cigar boxes, apples, footballs and a variety of real bowling balls weighing up to 16 pounds apiece. While the rest of the world got their MBA's and learned how to merge corporations, Ray discovered how to draw and hold a crowd while avoiding cops who wanted to arrest him for begging. Part of the secret is technique: Ray has adhered to a strict workout and practice regime over the years to hone and perfect his juggling skills. The other part is show business. Ray's patter ranges from political jokes to goofy admonitions, including lines like: "Juggling lighted torches like this isn't recommended when you're wearing cheap pantyhose!"

After reaching considerable local success (Mayor Dianne Feinstein proclaimed Juiy 18, 1981, as Ray Jason Day in San Francisco), Jason realized he could pursue his sailing dreams. He took sailing lessons, chartered boats and studied piloting and seamanship. Since he worked mostly on weekends, he had weekdays free to pursue his avocation. In 1982, Ray bought the Chuck Burns designed Farallon 29. Three years later, he and his college debating team buddy took off down the coast to Mexico and across to Hawaii. Ray especially like the lee side of the big island, where he juggled at resort hotels and public parks to replenish his cruising kitty.

Ray's next big challenge was the singlehanded TransPac in 1990, in which he finished last but definitely not a loser. "I really like singlehanded sailing," he says, "and the joy that can be found in solitude, which is different from loneliness. There's also a heck of a sense of achievement."

About the same time Ray completed the solo TransPac, he realized he had pretty well peaked as a street performer in San Francisco, where he's become somewhat of a fixture at Pier 39 and Ghirardelli Square. He still regards the profession as a noble antidote to the dehumanization that has afflicted the modern city, and he's rarely had to fake his enthusiasm when he steps in front of an audience. Nevertheless, he never achieved the legendary status he once hoped for — he once dreamed that cab drivers would praise him to tourists as they drove in from the airport. Even though his resume reads like a show business compendium: opening act for Dizzy Gillespie, Joel Grey and Ray Charles; TV appearances on *CBS Morning News*, the *Mike Douglas Show* and an *NBC News* Profile; features in the *New York Times, Newsweek* and the *Wall Street Journal* — and even a live show for the Queen of England when she visited San Francisco — Ray just wants to take a break. He gave up his apartment and sold his car, so the ties that remain are mostly friendships built up over the past two decades.

"I've loved my life in San Francisco," he says, "but I don't think my personal destiny is here. Looking back, I see I've prepared myself for this by not being married, owning a house or having kids."

Classifying himself as a journeyman seaman, Ray looks forward to a relaxed lifestyle as he hops from port to port down the coast. If he gets to San Diego for the Pacific Marine Supply cruising kick off, fine. Cabo San Lucas for Thanksgiving might be fun, as would Puerto Vallarta for Christmas. Then it's either through the Panama Canal or west to the Galapagos and the South Pacific. "My daily to-do list should be something like 1) juggle, 2) happy hour, 3) eat dinner," he says.

You're still not too late to catch Ray's grand finale shows. The last 49er halftime gig will be October 18th at Candlestick versus the Falcons. After that, you may just have to get lucky.

Go cruising however, and one day, in some lazy port where you least

continued oustide column of next sightings page

outta here — cont'd

expect it, you'll see a bunch of folks gathered around a stocky red-head and the hardware flying. "Kids," he'll tell the youngsters standing in front of him with wonder-filled eyes, "don't try this at home with your mother's kitchen utensils. Try it with three raw eggs instead!"

— *shimon van collie*

bad luck bruce

One of bluesman Albert King's best lyrics was, "If it wasn't for bad luck, I'd have no luck at all". It might as well be Bruce Westrake's theme song.

Westrake used to live aboard his wood gaff-ketch *Saltflower* at Oyster Point Marina. About eight years ago he made a cruise to Hawaii, but instead of returning to Northern California, took up residence at Ventura Harbor. There he became an influential member of the notorious 'G Dock' crowd. In fall of 1990, he took off for the South Pacific.

Hanging out in Samoa during hurricane season is always a gamble. Westrake rolled the dice and lost in the summer of 1991, when cyclone *Val* appeared to have taken a giant weed-wacker to the island. *Saltflower* was bashed by a barge and during the height of the cyclone Westrake had to be plucked from his boat by the crew of a tug. Despite the roughing up he got and the damage to his boat, the two survived to cruise again.

Westrake left Samoa earlier this year for Hawaii and hopefully California. It's hasn't been a good trip. Not by a long shot.

continued outside column of next sightings page

biggest

maintenance and roll on 50 gallons of bottom paint was reportedly the first haulout since the new megayacht was launched in Italy in 1991. The yacht is owned by Belvedere investor Tom Perkins, a private man who prefers not to talk to pesky reporters.

Bodle, however, obviously shares our love of gadgetry, for he was tickled to list off some of the amazing systems on the boat. For example, there are no bitter ends anywhere on deck, and no one needs to be outside to sail the boat. It can all be done from a computer-controlled console in either the fly bridge or inside bridge. In fact, one person can weigh anchor and sail the boat, with all halyards and sheets led below decks and electric winches doing all the work. When the boat tacks, the computer will even set the sails to the identical trim on the other tack.

Under power, twin turbo diesels spinning 4-foot-diameter propellers can whisk *Andromeda* along at up to 15 knots. And there's no gear-changing required for reverse — the



— cont'd

variable-pitch props simply go into reverse pitch.

Our favorite tale was of the fireplace. Apparently as magnificent a thing as the rest of the boat, there was some concern during construction that it wouldn't vent properly. Wouldn't want soot on those polished topsides, so an elaborate venting system was designed into the boat. It didn't work. Then somebody got the idea of — are you ready for this? — water cooling the chimney. Another, more elaborate system was built using pumps, waterjackets and all the rest. It didn't work either.

Then someone asked if they'd tried a Charley Noble. A what? A Charley Noble — the self-venting boat chimney that's been in use about a hundred years. Well, no. So they showed a picture of one to the yard guys in Italy. They built one for a small fraction of the cost of the other two systems and, you guessed it, it works perfectly.

Andromeda left soon after the haulout for Hawaii on the first leg of a trip around the world.

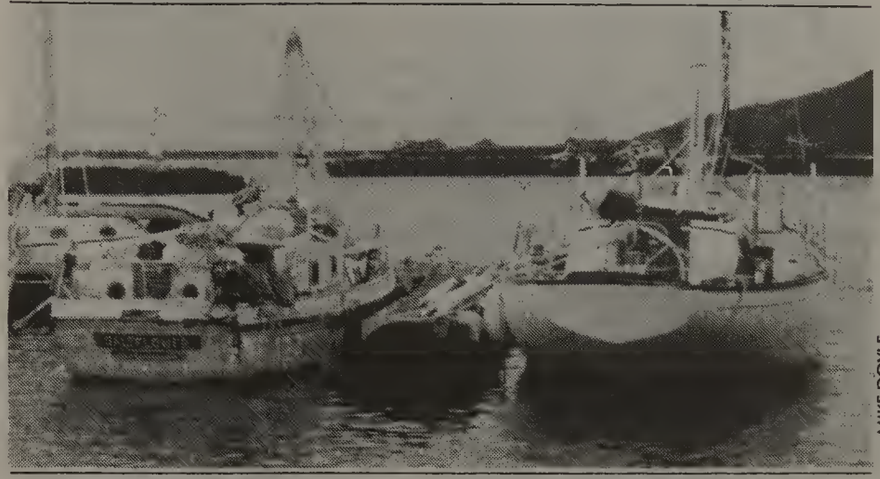


JOHN ARNDT

bruce — cont'd

One day out of Samoa, *Saltflower's* diesel crapped out. The hell with it, Westrake and his two crew decided they'd sail to Hawaii.

A couple of days later they were swatted by the tail end of a couple of more



MIKE DOYLE

Left, 'Saltflower' after the blow. Right, the Columbia 50 from hell.

cyclones. The big seas that were kicked up proved too much for the dolphin-striker and it broke. Gaff-ketches aren't known for their windward ability in the first place; when you can't put tension on the headstay, they can hardly point at all. Which explains why it took *Saltflower* 40 days to cover the 2,000 miles to the vicinity of Kauai. We say 'vicinity', because she eventually had to be towed the last 50 miles or so to port.

The 'G Dock' folks in Ventura take care of their own, so Bruce was sent replacement parts for the diesel and funds to repair the bowsprit and to provision for the trip back to Ventura.

So there Westrake was on September 8, all ready to head back to Ventura. *Saltflower's* water and fuel tanks were topped off, the boat was provisioned, one of the vets of the 40-day trip from Samoa was signed on as crew — everything was ready. But during a last walk on the beach, Westrake struck up a conversation with a guy who was having a birthday BBQ that night. As convivial as any G Docker, there was no way Westrake could turn the man down. so his trip back to California would have to be set back a day or so.

It was good party, but there were two reason that Westrake couldn't leave September 10, the following day. First off, it was a Friday, and all sailors know you can't start a voyage on Friday. Second, there was the matter of hurricane *Iniki* having taken a sharp turn so that she was now heading directly for *Saltflower* and the rest of the boats berthed at the Nawiliwili Small Boat Harbor on Kauai.

With most of Westrake's wealth represented by the $2.40 in his pocket and his boat, he decided say aboard *Saltflower* and try to help her make it through *Iniki*. That's when his luck really turned sour.

One of the boats berthed near *Saltflower* was a Columbia 50 that had been having some kind of work done on her backstay chainplate. When *Iniki* arrived with winds at between 120 and 160 knots — Westrake reported seeing a 50-foot trimaran fly through the air and crash into the bridge of a Coast Guard Cutter — the Columbia's backstay chainplate broke free and started whipping around furiously. Since it had the range to snag the triadic stay that connected *Saltflower's* main and mizzen masts, Westrake figured he had to try to do something. Crawling out on the docks that were underwater as a result of the storm surge, Westrake quickly realized that there was no way short of killing himself he could ever secure that 'live wire'. So he retreated to the relative security of *Saltflower*'s main cabin.

Westrake's fears over his mast were realized when the Columbia broke away from the dock and her backstay snagged *Saltflower's* triadic. Down came *Saltflower's* two wood masts. As the masts were pulled down, *Saltflower's* bow was jammed up and the newly repaired bowsprit snapped off on the dock.

The only good news, although it was to be temporary, was that the Columbia 50 had drifted off in the distance and the eye of the storm had

continued outside column of next sightings page

bruce — cont'd

arrived with temporary calm.

When the eye passed, the winds reversed. As if to pile insult upon injury, the Columbia 50 returned to smash into *Saltflower's* transom!

Saltflower is in sad shape. She's got no masts, mangled rigging, no bowsprit, a hole forward big enough for a person to crawl through and a bashed in stern. She's still floating, but she may be a lost cause.

As a former 'G Docker' and friend of Westrake, we at *Latitude* are putting up $200 to try to help him get going again. If anyone else wants to chip in, just make your checks out to Bruce Westrake, c/o *Latitude 38*, and we'll make sure they get to him.

[*Editor's note: Much of the above information was passed from Westrake to Martini during a middle-of-the-night phone conversation. Westrake may well have been in shock and Martini was certainly no more than half awake. So while the general story is believed to be true, many of the details may be off the mark.*]

the big one that *didn't* get away

Dubbed "the fun race to Hawaii", the fun didn't stop when the last West Marine Pacific Cup entry pulled into the Kaneohe YC on Oahu. Over 700 people attended the awards dinner, during which more than $10,000 worth of prizes — in the form of marine products — were handed out.

We're not sure on what basis the prizes were awarded, but karma seemed to be involved. For instance, Bob Maddison, captain of the Valiant 32 *Shadowfax*, was awarded a $1,200 Magellan GPS, one of the most valuable prizes. *Shadowfax* hadn't burned up the course, but his crew had done the race with the least electronics. Without either a SatNav or GPS they took 150 sights. We're sure the GPS is coming in handy now that Maddison and his lady cruised back to the Pacific Northwest.



COURTESY FLYING COLORS

Another winner of a Magellan 5200 was George McKay, the 22-year old skipper of the Freedom 36 *Intrepid*. The boat's distinction was having the longest spinnaker wrap — seven hours.

Lou Ickler of *Ghost* was awarded a $1,000 Bombard inflatable. Ickler not only sailed an excellent race — 2nd overall with his Morgan 38 — but 33% of the crew were female. That was the highest percentage of women on any boat.

The co-skippers of *Caitlin B. Jones* won the 'What, Me Worry?' award, a Garmin GPS valued at $1,000.

There were scores of other awards, many of them valued at $500 or more. Winner of the Biggest Fish Story was Bob Rockwell and crew on *Flying Colors*. They claimed to have caught a 96-lb Ono during the race. Sure. But as you can see from the photograph, when the film was developed they had proof. We hope they had enough wasabe, too.

The West Marine Pacific Cup — it *is* a fun race. We recommend you start planning for 1994 right now.

fleet week '92

One of the fun things about growing up in America is that you could make disparaging remarks about those parades of rockets and tanks they used to have in Red Square, then go out the next day and celebrate American military

continued outside column of next sightings page

wind — the

Although at presstime *Wind* appears to be playing well in Peoria (that is, to a general, non-sailing audience), sailors have had mixed reactions to the new movie, which was released in mid-September. Because while the Hollywood mavens took quite a few liberties with the truth in presenting a story about America's Cup racing, in return director Carroll Ballard offers some stunning visual treatment of wind, waves and boats. The only way you could get more action is by actually being on the wire of an International 14 blasting across Sydney Harbor, or aboard a 12-Meter slugging through the big seas off Perth (or in the Molokai Channel, where most of the heavy-air footage was actually shot).

And even though the plot is predictable — imagine Rocky taking up sailing and you have the gist of it — the actors give the storyline a pretty good effort. The US, led by skipper Cliff Robertson and tactician Matthew Modine (the characters Morgan Weld and Will Parker, respectively), lose the America's Cup to the Australians. Then Modine — aided by lover and aeronautical engineer Jennifer Grey and her wonder 'womper' sail — pulls together an underdog effort to win it back.

Storywriters Kimball Livingston (the *San Francisco Chronicle*'s sailing writer) and Roger Vaughn must have had a ball coming up with characters like Robertson's Morgan Weld, the Newport old money man who wears a blue blazer to breakfast; Abigail Weld, his spoiled rotten daughter who becomes Will Parker's other lover and chief fundraiser; and the crusty Australian skipper Jack Neville who's ready to 'screw a 'roo' at the slightest provocation.

In this reviewer's opinion, however, the two most notable characters were Morgan Weld's henchman, George, and the crazy aeronautical engineer Joe Heiser, played by Sweden's Stellan Skarsgard. The former is the cold-blooded, everything-for-the-syndicate type who kicks Grey off the boat

and then there's

To some, it may seem blasphemous to mention *Wind* in the same breath as *Captain Ron*. Except for the fact that they're both built around a background of sailing, we probably wouldn't — they could hardly be more different. But in a sense, the beauty of *Captain Ron* is in its difference. Where *Wind* is a big, artsy picture that's liberal with the truth, *Captain Ron* is a small-budget, no-great-art comedy that is also liberal with the truth. Very basically, the story is about an uptight Chicagoan (Martin Short) who takes his family sailing in the Caribbean on a boat

sailor's perspective

because she's female. In this year of the woman, it might come as a surprise that some men, including those who sail for the America's Cup, still feel that women can't sail competitively. Grey's character, sort of the ultimate Lee Helm, shows them how wrong they are — a role which could conceivably loosen up the sexism that still exists in the sport.

Joe Heiser is another case altogether. Slightly foreign and extremely obsessed, he's the archetypal mad scientist who has become a regular feature in recent America's Cup campaigns. "Numbers don't lie," he exhorts Modine, adding that the young sailor's trouble is that "sailing was more important than trigonometry" when he was growing up.

Heiser obviously has his values straight. His madcap workshop, set in the salt flats of Utah, features some of the craziest yacht design techniques we've ever seen, like tank testing in an inflatable swimming pool and in a rushing mountain river. And when Modine calls up his sailing buddies (many of whom were real crewmembers on recent America's Cup yachts) and they build a 12-Meter by themselves . . . Well, for those who know sailing, it stretches the imagination just about to the breaking point.

Even so, it's great to see some real sailors get their names in lights. Writers Vaughan and Livingston have been covering the Cup for the past two decades, and both now have a big screen credit to put in their resume. On-screen, people like Bruce Epke come across as real hunks. You might recall that Epke was known to his buddies on Tom Blackaller's 1987 12-Meter *USA* as 'The Sheik. Perhaps the term 'rockstars' will be even more appropriate for sailing's heroes.

In the bigger picture, if *Wind* can do for sailing what *Breaking Away* did for bicycling and *Top Gun* did for naval aviation, then the current malaise in the boating economy may be lifted like the spray off a 12-Meter's bow.

— shimon van collie

captain ron

skippered by Captain Ron (Kurt Russell). The boat, a supposed classic that once belonged to Clark Gable and Carol Lombard, is played by a Formosa 51.

"I not only know captains like that, I've fired them," notes the owner of a Caribbean charter boat that we know pretty well. "Whoever wrote that movie knew what he was writing about, and Russell plays his role to perfection. I took my kids to see it and we laughed like hell for 90 minutes. We give it three beers up!"

fleet week — cont'd

might at an event like Fleet Week.

But the fact is, Fleet Week is a lot more than 'our guns are bigger than theirs'. For city fathers, Navy brass, and local businesses, it's a week-long marathon of backslapping and handshaking. For the rest of us, and especially sailors, it's the event of the year that draws more boats out onto the water than any other. Literally thousands of boats flank the 'parade route' off the Cityfront to watch the parade of Navy ships and the fabulous air show put on by the Blue Angels. Here's a brief rundown of what's going on over the weekend of October 10 and 11.

October 10 — The Parade of Ships starts at 10:30. Led by the aircraft carrier *USS Abraham Lincoln*, the American contingent will include the amphibious assault ship *USS New Orleans*, the guided missile frigates *USS George Philip* and *USS Wadsworth*, the salvage ship *USS Bolster*, the submarines *USS Puffer* and *USS San Francisco*, two Coast Guard cutters and the City's own Liberty Ship *Jeremiah O'Brien*. Foreign ships include the Japanese destroyers *Shimayuki* and *Shirayuki*, and training ship *Katori*, and the Korean Navy frigates *Chung Nam* and *Masan*. Although not an official part of the parade, the sailing tallships *Californian* and the Portuguese training ship *Sagres* will also be on hand.

At 11 a.m., the 'Midway of Fun' Carnival opens to the public on Pier 30/32. At 11:30, the air show commences with a six-man parachute jump, a Coast Guard fly-by, three aerobatic units and finally, weather permitting, the Blue Angels at 1 p.m.

October 11 — Sunday kicks off with the Fleet Week 5/10-K Treasure Island View the Bay Run. Don't get all upset; they're not going to close the Bay Bridge again. Also 'running' from 10 a.m. through 5 p.m. will be Navy River Patrol Boats — the PBRs of Mekong Delta fame — taking the public out for rides out of Pier 39. From 10:30 to about 4:30, the public is invited to a Day in the Park, where you can join in softball games, a barbeque, concert and more. That takes place at Marx Meadow in Golden Gate Park. The Midway of Fun Carnival is open from 11 a.m. on Sunday, as are most of the Navy ships and the Portuguese tallship *Sagres*. All except the carrier *Abraham Lincoln* will be berthed at Piers 35, 45 and 30/32. To big to come in there, the *Lincoln* will be open over at the Alameda Naval Air Station. All ships are scheduled to be open for public visiting through Wednesday, October 14.

(NOTE: As of presstime, the traditional Blessing of the Fleet in Raccoon Strait was not on the schedule. If that's something you're interested in, call the

continued outside column of next sightings page

peaceful alternative

If the military chest pounding of Fleet Week strikes you as just a touch misdirected, considering we've about run out of countries that pose a serious military threat, take heart. You can always take part in an alternative demonstration that, ironically, has become almost as 'official' a part of fleet week as the Blue Angels: the Bay Area Peace Navy's Fleet Week flotilla.

The irony is that the BAPN comes out every year to *protest* the U.S. Navy's 'gunboat diplomacy'. Highlight of the protest, now in its 10th year, is the colorful, banner-flying Peace Navy flotilla that 'escorts' the parade of ships down the Cityfront.

The Peace Navy's protest kicks off this year at 8 a.m. on October 10 at the Ferry Building. There they'll make their presence known as various VIPs board shuttles bound for an aircraft carrier anchored west of Alcatraz. From there, the Peace Navy flotilla will head for Crissy Field to rendezvous with the parade of warships that's scheduled to pass under the Golden Gate about 11 a.m.

"Five hundred years of gunboat diplomacy — enough already!" says Robert Helfitz, coordinator of the Bay Area Peace Navy, linking Fleet Week with expanded Columbus Day events.

To that end, on Sunday, October 11, the Peace Navy will join native Americans and environmentalists at Aquatic Park to protest the landing (recreated by actors) of Columbus, "a person symbolic of an era of human history which annihilated millions of indigenous peoples, and seized the riches of their lands and labor to enrich the expansionist appetites of the ruling elite of Europe." In lieu of Columbus, the Peace Navy will be celebrating the beginning of a new era of peace, well-being and environmental enhancement for all.

For more information on any facet of the Peace Navy or their activities during Fleet Week, call (415) 398-1201.

fleet week — cont'd

general information number listed below sometime the week before Fleet Week.)

Of course, there's certainly a lot more to Fleet Week than the activities we've listed, but we're running short on room and besides, none of the rest of it has much to do with boating. A final program worth mentioning, however, is the Host-A-Sailor program wherein Bay Area families invite Navy sailors into their homes to sample some Bay Area hospitality. (The ex-Navy man on staff here at *Latitude* cautions those with beautiful young daughters living at home to think twice about taking part in this.)

We'll leave you with three things: phone numbers to call for more information, the suggestion to check local papers to confirm scheduling and the request to obey the Coast Guard 'crowd control' boats out on the water during Fleet Week.

Here are the numbers: General Fleet Week information — (415) 395-3923; View the Bay Run — (415) 395-3924; Host a Sailor Program — (415) 395-5027.

pacific rim expedition

While most people think of the Pacific Rim in terms of trade opportunities, investments or the dollar-yen exchange rate, Sausalito sailor Alan Olson (inset at right) is quietly preparing a sailing voyage of discovery, not conquest. This November, Olson and a limited group of charter participants will embark on a 12,000-mile voyage around the North Pacific Rim, visiting Hawaii and other tropical Pacific islands, as well as China, Japan, Russia and Alaska on an epic 11-month adventure.

"We're looking for adventurous, motivated and responsible individuals to take part," says Olson, founder of the youth training organization 'Call of the Sea'. Holder of a Coast Guard captain's license, Olson has been involved in professional boating since 1957 as a teacher, builder and skipper, and has some 70,000 ocean miles to his credit. Longtime readers of *Latitude* may best recall him as the owner/skipper of the 70-ft ferrocement schooner *Stone Witch*, that he sailed to Micronesia and back without an engine.

The Expedition vessel will be the classic 54-ft William Hand schooner *Maramel*, shown at right during a Master Mariners race a few years ago. Sixty-three years young, *Maramel* is comfortable and seakindly, and has just undergone a complete refit and hull inspection in preparation for the trip. Already a veteran of extensive Pacific voyages, she was most recently tested on a charter trip to Mexico.

Each of the seven legs will differ in distance, time and places visited. The shortest hop will be 21 days from Alaska to Canada; the longest, 56 days from Guam to China/Japan. A few highlights of the adventure: exploring the islands of Micronesia, cruising Japan's Inland Sea, and possibly accepting an invitation to sail into Russia. Rather than just sightseeing, Olson plans for *Maramel* and her crew to interact with the local cultures and customs at each stop.

Crew berths will be limited to three or four per leg of the voyage, and cost between $1,750 and $3,145 (which includes everything but airfare) depending on the leg. And 'crew' means just that — they'll share watchstanding duties, sail handling, galley chores and ship's maintenance. Under Olson's tutelage, crew members will also learn navigation, weather patterns, seamanship and sailors' lore and, from the sounds of things, take home enough cruising memories to last a lifetime.

For more information on the Pacific Rim Expedition Voyage of Discovery, call Captain Alan Olson at (415) 331-1282.

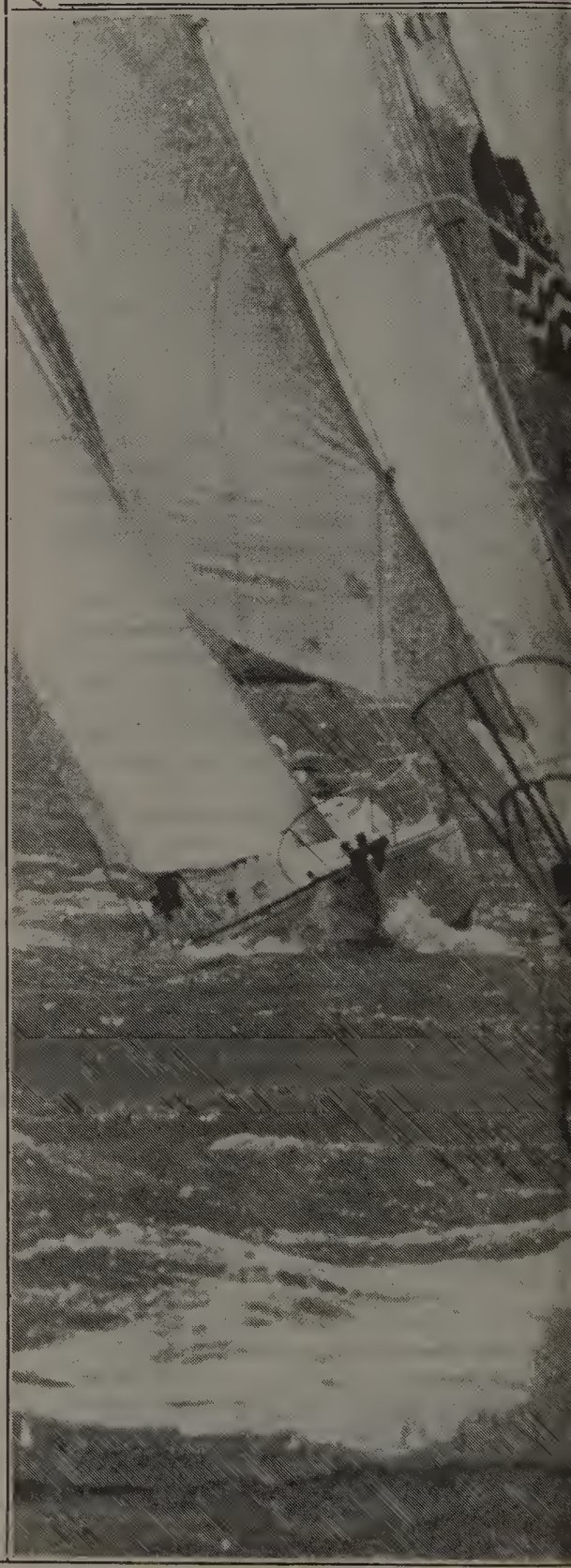
more sail names needed

We didn't receive as many "entries" in our stupid sail names contest as we hoped, but some of the ones we did get were pretty cute. Our experience is that almost every boat we've ever sailed aboard has at least one sail that's earned a special nickname. So let's hear about 'em, folks! On the assumption that some of you simply didn't receive last month's issue until it was too late to write, we've decided to extend the deadline until the middle of next month

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autumn in

Fall is *the* time for ocean sailing off Northern California. You don't get the howling northwesterlies of spring nor the huge waves and 'sneaker' sets of winter. There's no guarantee, of course, but September and October ocean sailing is usually done in light winds, calm seas and a minimum of fog. As



the ocean

evidence, the traditional complaint about Labor Day's Windjammer Race to Santa Cruz is that there's usually not enough wind. Early birds headed for Southern California and Mexico also frequently gripe about the amount of motoring they have to do.

continued middle of next sightings page

sail names — cont'd

before declaring T-shirt winners. In the meantime, here are a few of the early entries.

I would like to add some information to your "stupid sail names" contest. I own a staysail-schooner rigged Nauticat 44, which has an opening between the two masts for a . . . a . . . an upside-down jib. As with your inquiries, I've found that there seems to be no name for this unique sail. (A fisherman is a

continued outside column of next sightings page



LATITUDE/JR, INSET: JOHN SKORIAK

sail names — cont'd

rectangular sail.) Finding it difficult to refer to this sail as an "upside-down staysail, the new official name is "Tedsail", after me, Ted.

Please inform your readers that Andromeda la Dea *flies a Tedsail between her two masts.*

— ted lord
cyrano

Sometime in the winter of '89 or '90, my friend Tom and I were out sailing in my little schooner Wilhelm H. Starck *when, in the lee of Angel Island, the wind had died down to nothing and it was drizzling and raining.*

I'd gone down to start getting dinner ready when one of those 30-foot ultralight something-or-others with no cabin sailed up. There were four guys aboard, and they were literally sailing circles around us, admiring the boat. I came out from below to join Tom in the cockpit, and we gave the fellas a wave in the rain. We commented how nice it was that they could have a boat that sailed in such light airs. They responded back with how nice it was to have a boat where we could go down below and get out of the rain. They also commented on the smell of our roast beef dinner that was wafting up from the companionway.

At this point, one of the fellows asked if I could identify all the sails I had up on the boat. Because it had gone so light, we had just about everything up except the gollywobbler and spinnaker. Starting aft, I told them we had the main, main topsail, foresail, fisherman, staysail and genoa up. He was sort of surprised that we could so quickly call out the names. Then he asked, "What's that in the top of your foremast?" Well, as is always the tradition on Wilhelm H. Starck, *around Christmas time we always hike a 6 or 7-foot Christmas tree up to the hounds of the foremast and leave it tied up there for the month. I just sat there smiling, trying to think of something to say when Tom hollered out, "That's the fore-top sugar-pinesail," at which point we all laughed and, satisfied, they went on their way.*

— ray farnow
wilhelm h. starck

About eight years ago, my friend and sailing companion Wylie G. bought a fire-engine red C&C 35 out of Michigan. Amongst her inventory was a color-clashingly maroon drifter. That is, I guess you'd call it a drifter, even though it was a well-worn, limp piece of cloth much heavier than a normal drifter.

The eerie thing is that it worked wonders in extremely light air. I recall one airless and dewy morning in the Swiftsure Race near Sooke Bay, where out of total frustration from drifting around in circles, we launched that ugly sail. Amazingly, we started to move. As we picked up speed, first 1 knot, then 2, then 3, that abortion of a bag of cloth began to shed water all over us and take the shape of a real sail. With it pulling and dripping, we passed right through a fleet of lightweight fliers famous for winning light-air Swiftsure races. I still chuckle when I recall the absolutely incredulous looks on their faces followed by frantic efforts to imitate our feat.

Around this time, our home state had a most famous resident named Baghwan Shree Rajneesh, who presided over his Rolls Royces and blind-faith followers in central Oregon. One of his demands was that his minions all wear shades of red, maroon or vermillion. Since the color of our unearthly magical sail complied with his criteria, it was only fitting for us to name the thing after him.

In many, many races after that one, whenever the wind disappeared, we could call on the Baghwan to mysteriously pull us out of our becalmed state. It was a wonderfully ethereal piece of work.

— andy thaler
portland, oregon

short sightings

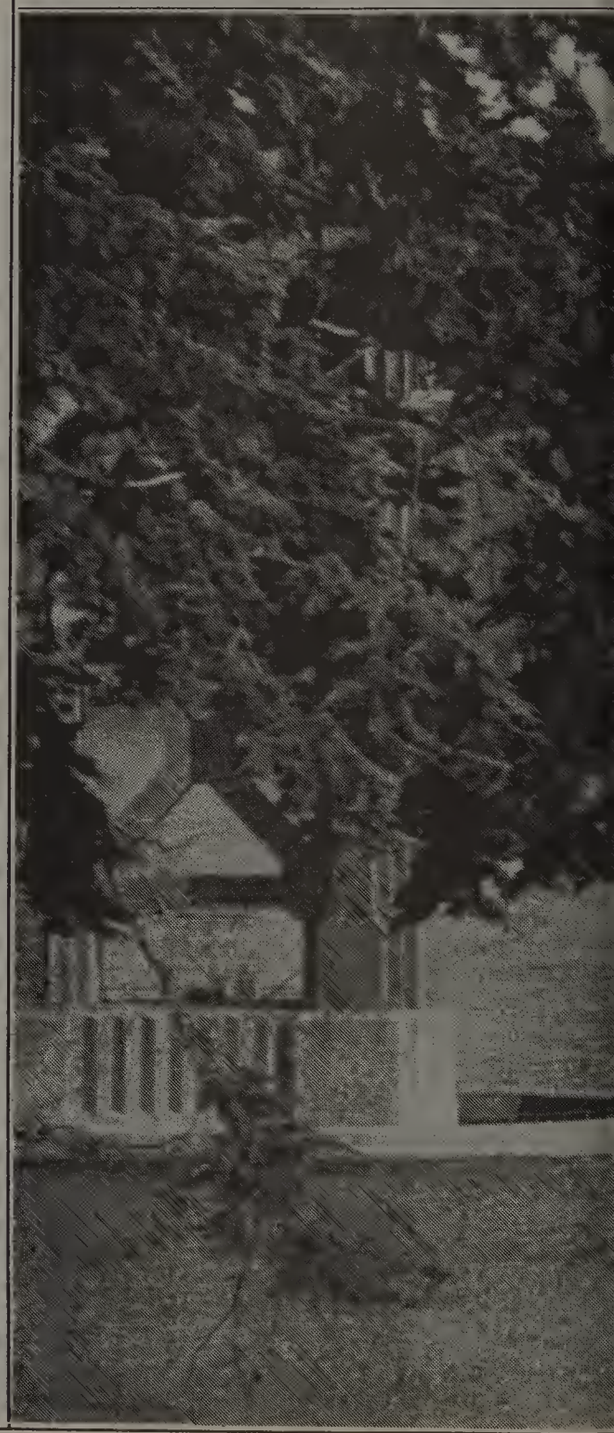
OFF POINT CONCEPTION — A hundred and sixty people rescued off a 70-ft fishing boat? That's what the Coast Guard press release said, all right, but we knew one of those numbers had to be wrong. A couple of calls confirmed the facts, though: 160 people — 158 Chinese refugees and 2 crew

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autumn

If you've mostly been sailing the Bay and want to try the ocean, October is normally the perfect time. Remember, however, that tides are as important just outside the Gate as they are inside. If you sail out the Bay at the beginning of a strong ebb, you're going to be out past the main shipping channel before you know it. If you try to sail straight back into the Bay, you'll be bucking the rest of the ebb and be out there forever. So the smart money goes out the Gate at the end of an ebb and comes back in with the beginning of a flood. It's smoother that way, too, assuming a normal westerly is blowing.

If, however, you find yourself trying to get



— cont'd

back in against an ebb, seek relief on either the north or south shores. Anything else is like banging your head against a brick wall. The closer to shore the greater the relief — but watch out for the rocks in the vicinity of Mile Rock and around the various points.

October is also a great time of year for short overnight cruises. Drakes Bay to the north and Half Moon Bay to the south are both excellent destinations that are close by. For those with a little more time, Santa Cruz and Monterey/Carmel are both attractive.

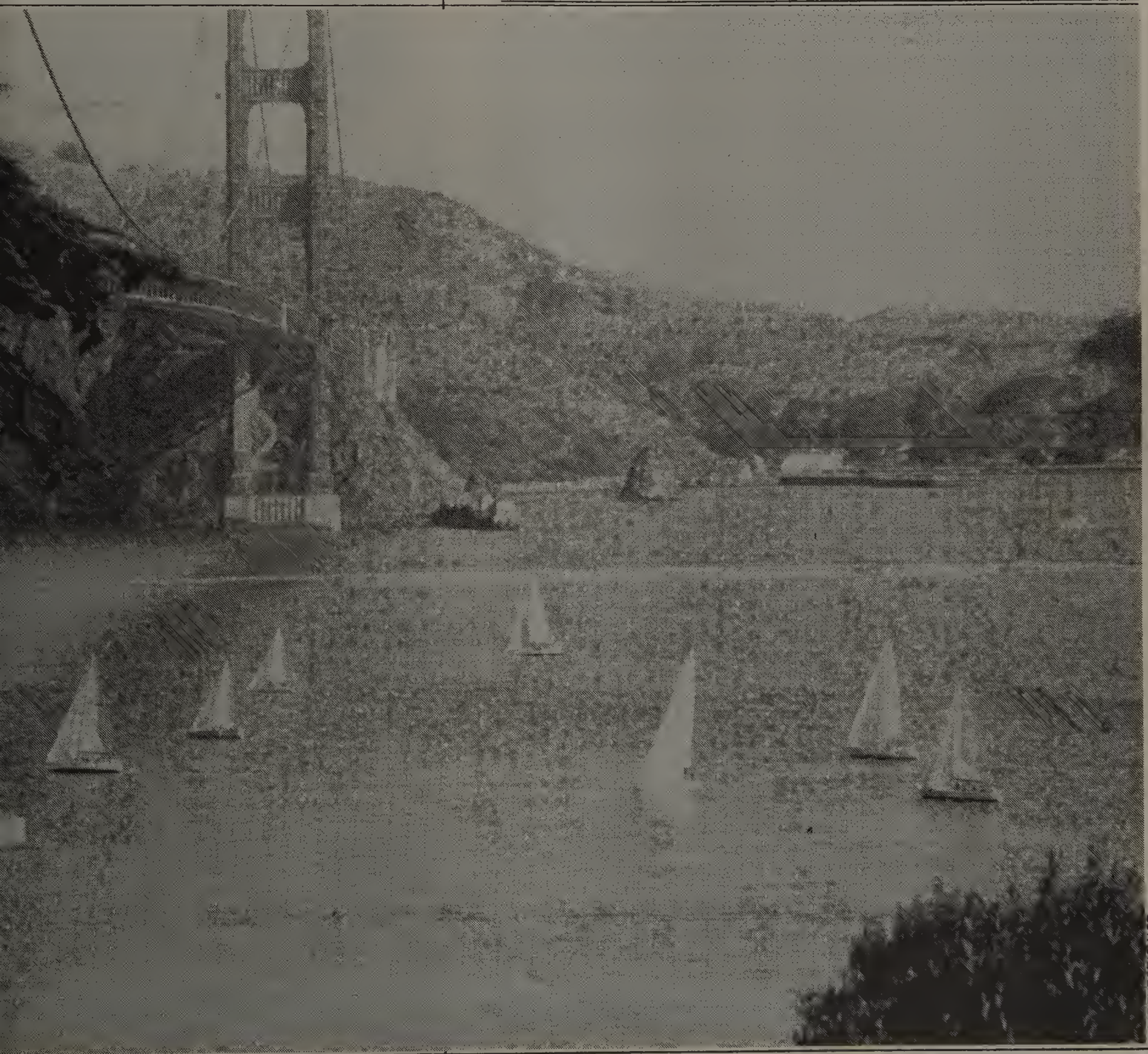
So get out into the Pacific if you want to get the most out of your boat.

shorts — cont'd

— were taken off the *New Star I* about 200 miles west of Pt. Conception on Friday, September 11. The boat had been disabled, adrift and taking on water for the previous five days. The rescue was a combined effort of the Navy, Coast Guard and the Japanese freighter *Forestal Esmeralda*, which was within sight of the *New Star* when she issued a mayday call. Using their ship's launch, the *'Forestal* crew transferred all 160 people from the fishing boat to the freighter. The Navy ship *USS Arkansas* took the *New Star* under tow, but even auxiliary pumps put aboard by Coast Guard helicopter were unable to stem the leaks. When the Coast Guard cutter *Conifer* arrived to take over the tow about 120 miles WNW of Pt. Conception, they instead ended up 'rescuing' their pumps and personnel from the *New Star* just before it sank.

The 160 refugees arrived safe and sound in San Pedro on Saturday, September 12. After questioning by INS authorities, the next bizarre twist of this already pretty weird story came out — they'd paid $10,000 each to get

continued outside column of next sightings page



LATITUDE/RICHARD

shorts — cont'd

smuggled into the country. Does the sinking and subsequent bust mean they'll all get their money back?

SAUSALITO — At the other end of the drama scale, the Marina Plaza-based charter tallship *Hawaiian Chieftain* also made a rescue in September. They were on their way back from the Oakland Boat Show in the late afternoon of Friday the 18th when they spotted a kayaker sitting on the bottom of his upturned boat off Sausalito's Spinnaker Restaurant. Cold and unable to right his boat, the guy was picked up, given a hot shower and taken to the dock, whereupon he thanked the crew and rowed away home. With charter work winding down for the season (415-265-4175 for more info), possibilities for the traditional-looking square rigger include being a "background boat" for a new George Lucas movie called *Act of Piracy* scheduled for shooting in . . . San Diego?

JUNEAU — A third rescue in September involved five fishermen plucked from the chilly waters off this Alaskan port when their Seattle-based boat sank in heavy seas on September 22. Ordinarily, this would not merit mention in the pages of a sailing magazine, except for the intriguing series of events that led to the successful rescue. It seems the radio aboard the *Majestic* went out right after a crewman issued the boat's call sign and a Mayday, but before he could give a position or any other information. So in the early stages of the rescue, all the Coast Guard had to go on was that another fishing boat heard that part of the call sign was "TT".

Then the Coasties started getting a signal from a registered 406 EPIRB (Emergency Position Indicating Radar Beacon). By matching the signature of the EPIRB signal with the "TT", they were able to confirm the identity of the *Majestic* and launch an air search out of Air Station Kodiak. By the time the C-130 and helicopter arrived, the boat was gone, the liferaft empty and all five men were in the water, with two separated widely from the others by 10-foot seas. As mentioned, all were rescued in good condition.

The moral of the story: According to a Coast Guard spokesman in Juneau, probably none of the people would have survived if their EPIRB had not been registered. Only the new 406 EPIRBs can be registered at the time of purchase with a vessel's vital statistics — name, size, type, homeport, owner, etc.

THE COLUMBIA RIVER (WASHINGTON) — Columbus ain't the only one with an anniversary celebration in the works this year (everywhere but here, anyway). Up in Washington, volunteer craftsmen have built a replica of the 24½-ft launch to British Captain George Vancouver's *HMS Chatham* (a replica of which, *Lady Washington*, lies in Aberdeen). And this month, they'll recreate the bicentennial of his exploration of "The Great River of the West". In October, 1792, a group of Vancouver's men under the command of Lieutenant William Boughton embarked on a 10-day, 110-mile voyage up the river. Some interesting footnotes to that journey: 1) though the original (and apparently unnamed) boat carried two masts and gaff sails, Boughton and his men had no favorable winds and *rowed* the entire way; and 2) The little craft was the first European vessel ever to venture up the Columbia, and Boughton and his men were the first Europeans to see Mount St. Helens and Mount Hood, which they named for British naval heroes. Before returning to the ship, they also named Puget Sound for one of the expedition officers and their final, most upstream landfall for Captain Vancouver. Perhaps the most interesting footnote: the Brits missed the mouth of the Columbia the first time around. Then they ran into a Spanish ship whose captain gave them a chart of the entrance — a chart that had been given him by the American Captain Robert Gray, who had entered the river earlier in 1792 and named it for his ship, the *Columbia Rediviva*. You'll be tested later.

SAN DIEGO — More historic launches: *Chulapa*, a 17-ft replica of Juan Cabrillo's longboat should be completed and launched about the same time as this issue. Built entirely in the belly of San Diego's *Star of India*, the little boat was built by Maritime Museum carpenters Jeff Saar and Mark Montijo, with help from master shipwright Gordon Jones. Some 1,000 man hours went into the project. *Chulapa* will make its public debut at the October 4 Cabrillo

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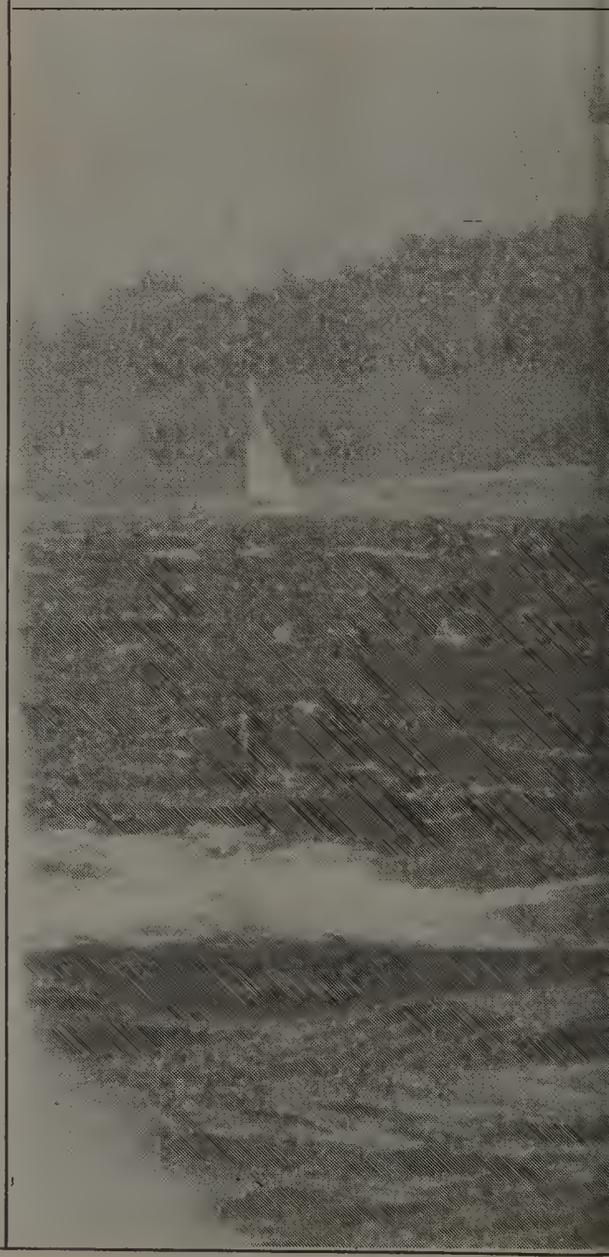
'95 a-cup

Back in August, a committee of potential challengers for the next America's Cup discussed the following proposals: * A limit of two new boats per syndicate with a measurement deadline five months prior to the event; * A ban on security skirts, and on espionage above or below the water; * Tight restrictions on exotic materials, including a ban on titanium; * Reduction of weight allowance to decrease the number of sails carried; * Re-

lookin'

And it ain't easy with a Columbia Defender. With sincere apologies to all owners, this 29-footer has always just about topped our list of 'aesthetically disadvantaged' boats. Her hard edges, aircraft carrier-style deck and excessive plasticity may be functional, but they drastically lack form.

But just as a lousy skipper can make a



meeting

duction in crew size from 16 to 14 and individual crew weight to a maximum of 195 pounds; * Limit of 75 people per syndicate; * Tighter nationality controls; * Using the same race committees, juries and judges for both challengers and defenders.

Also recommended were ways to improve the appeal of the event by making it more accessible to the general public — grouping of syndicates in one area, for example.

good!

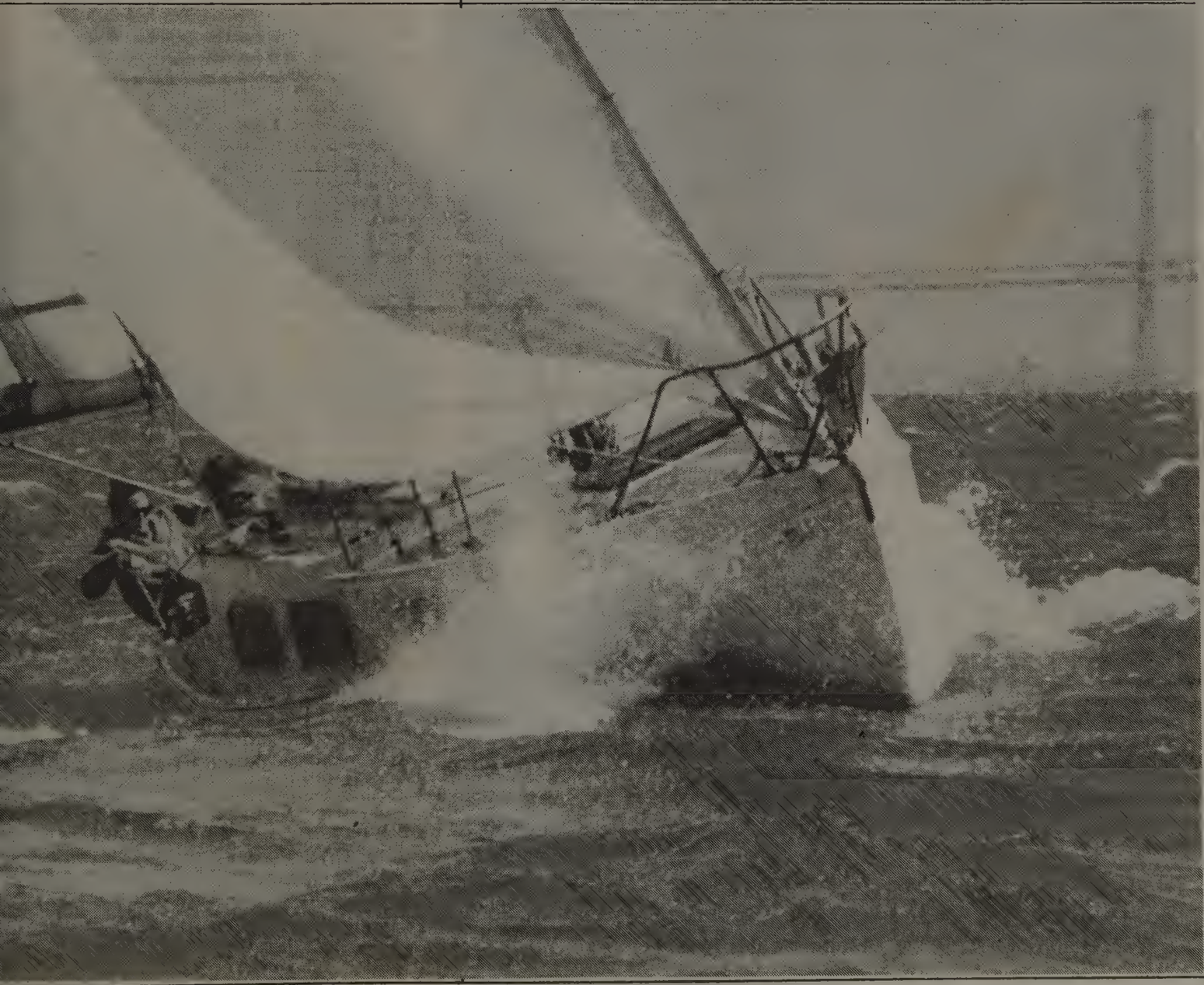
beautiful boat look rank, whoever was in charge of this Defender had her looking sweet on this close reach across the Bay. The jib's full, the main is low and dumping the excess breeze, and the helmsman is steering from the leeward side with all the aplomb of a salty dog. Way to go!

shorts — cont'd

Festival at Cabrillo National Monument. Manned by locals dressed in period costume, the boat will be rowed from a mother ship (*HMS Dolphin*) to Ballast Point to re-enact Cabrillo's arrival 450 years ago. In a related move, the U.S. Postal Service will officially unveil their new stamp honoring Cabrillo on September 28.

OAKLAND — *Hoga*, the City of Oakland's 100-foot fireboat, has been pulled from duty because the World War II era ship is in danger of sinking. A Lloyd's surveyor discovered the hull was so badly corroded that he could push a small hammer through the steel bottom. With budget woes and a $500,000 vessel in need of $400,000 in repairs, the Port doesn't know what to do. Perhaps they should give her back to the Navy, which has leased it to them since 1948 for $1 a year.

MONTEREY — It's official. On September 20, the Monterey Bay National Marine Sanctuary was dedicated, ending 15 years of pushing by environmentalists — and putting an end to fears of oil drilling anywhere within the 5,312-square-mile area that stretches from Pt. Reyes to San Simeon. Within this largest and most diverse marine sanctuary in the nation: 94 species of sea birds, 26 species of marine mammals, 110 species of deep-sea fishes, and North America's largest underwater canyon — some 4,000 feet deeper than the Grand Canyon. Score one for the environment!



LATITUDE/RICHARD

TRYING TO REASON

If you were going to do research on a three-week period of unruly weather, you couldn't make a better choice than August 23 thru September 12. During that time, there were no less than three Category Five hurricanes that struck the United States or her Territories, a mild hurricane that ripped across the Sea of Cortez, a massive tidal wave that devastated the Pacific Coast of Nicaragua and a freak storm that lashed France's Cote d'Azur with winds far in excess of hurricane force.

Is El Niño working some kind of international meterological black magic? Has global warming begun to increase the number of intense storms? Most scientists don't think so. When it comes to major hurricanes striking the United States, it's not that we're suddenly getting more of them, but rather that we're getting back to the statistical norm.

"People forget," said one weather analyst, "how many major hurricanes hit the United States in the 40s, 50s and 60s as well as in the early decades of this century. What was abnormal was the '70s and '80s, because so few major hurricanes struck the United States."

Most of the mainstream stories on the recent hurricanes — and the other disasters mentioned above — have understandably focused primarily on lives, homes and businesses. Accurate and detailed information about the effects of these hurricanes on recreational boats has and is still difficult to come by. Nonetheless, we'd like to present an overall picture of what happened and describe how it affected some individual sailors and their boats. While not a happy story, in each area almost everyone agrees that it could have been much worse for the recreational boating community. Further, there are several valuable lessons to be learned from the various disasters.

All the hell starting breaking loose on August 22 when a single weatherfax photo showed hurricane *Lester* about to come ashore on the Pacific Coast of Baja and hurricane *Andrew* closing in on Southern Florida.



COURTESY STEALAWAY

Jack of 'Stealaway' took this photograph of 'Lester' hammering the boats at the Santa Rosalia Marina.

Hurricane Lester

Tropical storms and hurricanes breed off the coast of Mexico from June thru October like rabbits in a warren. Most of them form a couple of hundred miles west of Acapulco, gain strength as they head northwest toward open water, and peter out in the cooler waters short of the Hawaiian Islands. It's unusual — although not rare — for Mexican hurricanes to head to the northwest and then suddenly take a turn toward the northeast — and land. And that's exactly what *Lester* did.

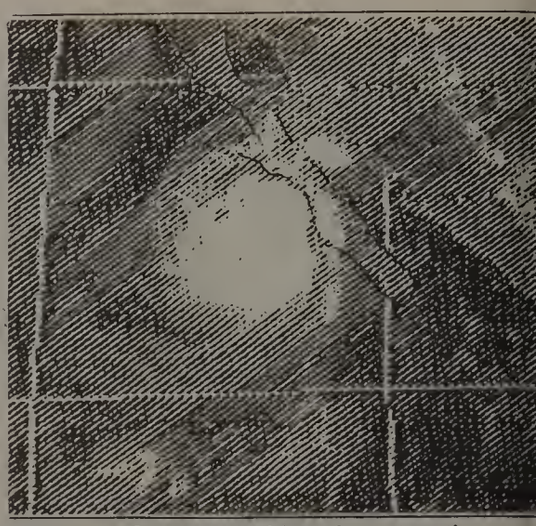
The eye of *Lester*, the 12th named Eastern Pacific storm of the season, came ashore at the little Mexican fishing village of Abreojos, slightly more than halfway down the Baja peninsula. We've received no specific reports of damage caused by the estimated 85-knot winds, but given the shanty-like construction typical of the village, it must have been extensive.

Fueled exclusively by warm water, hurricanes quickly lose their strength over land. Unfortunately, the Baja peninsula is narrow, so *Lester* was able to hang together until it could 'refuel' from the warm waters of the Sea of Cortez.

'Cape Crusader' met her fate at the seawall. Behind her, a newly converted 'bi-maran'. Light multihulls fair badly in heavy winds.



DICK BORGERDING



Warned of *Lester's* approach, concerned cruisers from La Paz to Bahia de Los Angeles worked feverishly to prepare their vessels for the worst. It being summer, a number of boats had been left unattended as their owners returned north to cool off and/or earn money to continue cruising.

The eye of *Lester* would eventually pass over Bahia San Francisquito, about 75 miles north of Santa Rosalia. At least two boats, *Wonder* and *Maikaira*, apparently made it through without severe damage or injuries.

The worst concentrated damage was at Santa Rosalia, where 14 boats were tied up at the little marina and another 14 or so were anchored behind the breakwater. Leanne and Jack, anchored behind the breakwater aboard their Willard 30 *Stealaway*, offer this first-hand account:

"August 22 we heard the bad news over the ham radio: *Lester* had taken a sharp turn and was headed our way. Like everyone else, we began making preparations. We set our 65-lb Luke anchor in tandem with our 35-lb CQR, giving us 100-lbs of ground tackle on about 140-feet of 3/8-inch BBB chain. After clearing the decks, there was nothing more we could do but wait — like prisoners awaiting execution.

"Those of us in the harbor were unable to receive the Coast Guard and weatherfax channels. But Norm, a retired Air Force Fighter pilot, could pick them up at Isla San Marcos aboard *Witchcraft*. He forwarded them to us over VHF. There were four other boats out at the island: *Sweet Pea*, *Steeldiver*, *Silke* and *Destiny*.

"*Lester* seemed to change each hour. First he was heading directly north (good), northwest (best of all), and then northeast again (the worst). Norm kept betting *Lester* would pass to the north of us — which meant we'd be in the 'dangerous quadrant' and would get wind and seas from the south. The harbor at Santa Rosalia is protected against seas from all directions but one: the south.

"Nonetheless, we felt that things could be

WITH HURRICANE SEASON



COURTESY GALADRIEL

Not a pretty picture: 'Lester' hitting Baja from the west and 'Andrew' approaching Florida from the east.

worse. *Lester* would have to come due east, which was highly unlikely, for a direct hit. Secondly, we were among the southernmost boats in the harbor, which meant it was unlikley that anyone would drag down on us. As for Norm at Isla San Marcos, he opted to head to a anchorage on the north side of the island rather than back to Santa Rosalia.



GERRY CUNNINGHAM

'Lester' left San Carlos as quickly as she arrived, leaving 19 boats up on the beach.

"All of us tried to get some sleep. I awoke at midnight to 40 knots of wind from the southeast. I checked the boats around us and they were all maintaining the same relative positions. The wind eased off at 0200, so I tried to catch some more sleep.

"An hour later the wind quickly picked up to 50 to 60 knots and everybody was soon awake. I called Norm for the latest WWV weather broadcast, as it was critical we know her position. But WWV was still broadcasting the 0200 report — a broadcast they would repeat for the next four hours!

"It was blowing 60 knots at first light, with gusts to 85 knots. Boats were hobby-horsing terribly at anchor and the rain was pouring down horizontally. White water was spewing above the breakwater and the sea was an ugly gray-black color with lots of white froth. Dinghies were airborne behind boats.

"The first damage occured at the dock, where *Adagio II's* stern came loose and started banging into *Land's End*. There were three boats — *Tor II*, *Crystal Wind* and *Gambit* — stern-tied to the pier next to the marina. The near hurricane force winds were striking these three broadside. *Tor II*, Herb Pfleger's boat from Portland, was taking the brunt of the wind. She finally dragged her bow anchor and struck *Crystal Wind*, the only one of the three boats that was attended. Miraculously — considering it was blowing 60 knots — the three men aboard *Crystal Wind* managed to slip away from the pier to anchor out. *Tor II* then dragged down on *Gambit*, Dave Jones' Piver 41 trimaran from San Francisco.

"About this time parts of the marina started to disintegrate. The finger that separated *Wanderer* from *Columbia*, for example, came apart. *Wanderer* came completely loose — still attached to part of the dock — and was driven ashore by the wind. *Columbia* stayed with the marina, as her bow line was attached to the dock in three places.

"Those of us plunging up and down at anchor nonetheless were afforded some protection by the breakwater. The boats in the marina were beam to the waves and being grated against the docks and each other. Soon the marina's cement pilings began to shatter and there was more damage to the docks.

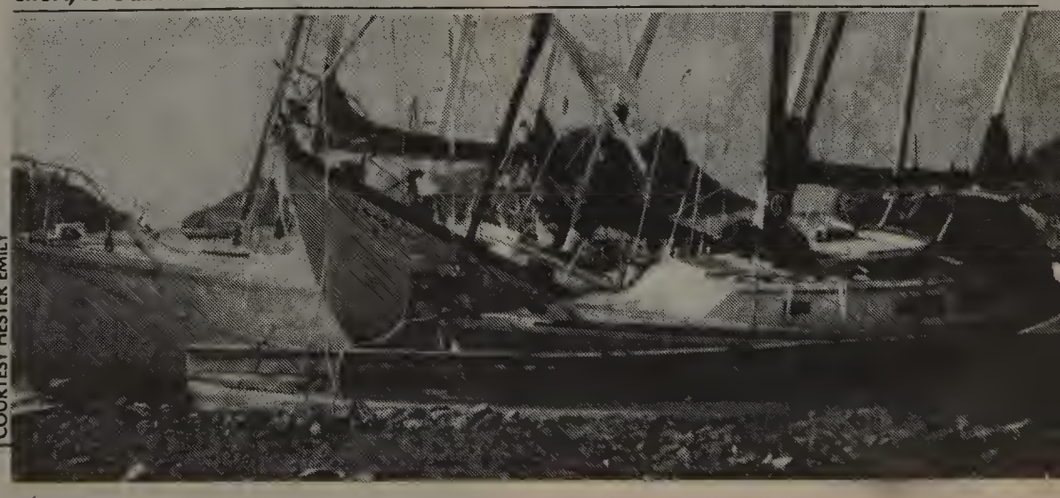
"The wind was the strongest between 0730 and 0830 — right when 'Tango Papa' came on to report the *Lester* had been downgraded to a tropical storm! *Tor II* and *Gambit* both drug out into the harbor, hitting *Chinchaga* on their way. They remained together for the duration of the storm. *Calypso* hit the bow of *Grace*, then swung around and hit the same boat's stern. Jay and Patty were sure *Calypso* was going to push them into the pier behind them, and had passports in hand ready to abandon ship. But *Calypso* broke free and kept dragging. We were all startled when she held just short of the Pemex pier.

"Meanwhile, the three boats at the open southern anchorage at Isla San Marcos were getting hammered by the big waves. *Silke* left and successfully rode out the remainder of the storm at sea. Don managed to get *Steeldiver* around to the northern anchorage, where he joined *Witchcraft*. But Larry and Betty Harmon of Morro Bay couldn't get their anchor up and finally had *Sweet Pea's* rode break. Their engine was overwhelmed by the force of the wind and their lovely 36-foot wooden gaff-schooner was destroyed on the islands. They and their dog were safe, however, and fellow cruisers would later help them recover what they could from the wreck.

"At 0900 — just half an hour after the strongest gusts — the wind was down to 30 knots. By noon it was all over, and everyone came out to investigate. The ramp to the marina had become detached, so there was a five-foot drop-off people have to negotiate to get to and from shore. The docks were partially submerged and some fingers missing. After talking to other cruisers, it was discovered that the only attended boat to suffer any damage was *Grace*, which had had the top of her Aries vane broken off by *Calypso*.

"There was all kinds of damage, however, to the unattended boats. As of September 9, we were given the following preliminary estimates by owners: *Tor II*, $30,000; *Nyad*,

A heart-wrenching sight: so much time, money, effort, love and affection dashed ashore.



COURTESY HESTER EMILY

$25,000; *Gambit*, $25,000; *Galatea*, $10,000; *A Bientot*, $10,000; *Columbia*, $2,000; and *Chinchaga*, $800. *Kingston Eagle, Adagio II, Wanderer, Crystal Wind* and *Breakin' Wind* were damaged but had left before we could get estimates.



COURTESY HESTER EMILY

First believed to be totalled, salvage efforts have been going full speed on the Offshore 40 'Hester Emily'.

"Jack and I feel fortunate that we were able to ride out the hurricane without as much as a scratch. Our biggest problem was the tension and concerns that the wind might continue to build. Like others, we were grateful for the excellent weather reports provided by Norm. We'll never forget the reassurance in his calm voice over the VHF."

Wanderer, The Boat, Is Salvaged

As mentioned, one of the few boats to go on the beach was *Wanderer*, a 40-foot custom-built boat owned by Rene and Marie Falcon, Sea of Cortez veterans.



CERRY CUNNINGHAM

Ed Grossman of San Carlos Marina lent a boat to pull the Garden 51 ketch, 'Alana Marie', free. Grossman and the marina were a big help.

"I got a call that my boat was high and dry and laying on some electrical lines," said Falcon during a telephone interview, "so I went down to salvage her. The swell had come right into the harbor from the south and caused many of the pilings to shatter or be bent sideways. *Wanderer* had washed ashore while still attached to the dock — which had broken off.

"I began the salvage job by digging the keel loose. Since I got quotes of between $800 and $8,000 to salvage her, I decided to wait. With *Wanderer* already 'hauled out', I took the opportunity to paint her bottom. While I was painting, some fishermen came by in a *panga* and offered to pull me off. When I told them their little boat wasn't strong enough, they pointed out to their shrimper. When the 11 of them offered to do it for 192 bottles of beer, we had a deal. The beer cost me about $120."

"With the entire town watching and cheering, they pulled *Wanderer* back into the water in about an hour. *Wanderer* had some small holes above the waterline, some damage to the windvane and bowsprit, and I lost the toerail and rubstrake on the port side. Other than that, she's all right."

Like about half the boats at Santa Rosalia, *Wanderer* was not insured. Most policies require boats to be north of La Paz in the summer because of the threat of hurricanes. As *Lester* so ably illustrated, insurance policies don't determine how far north hurricanes can go.

La Paz was completely unaffected by *Lester* and there were no reports of damage from Bahia Concepcion. Several courageous sailors braved 60-knot winds at 0300 to secure loose boats, saving the 90-boat fleet at Puerto Escondido from unnecessary harm.

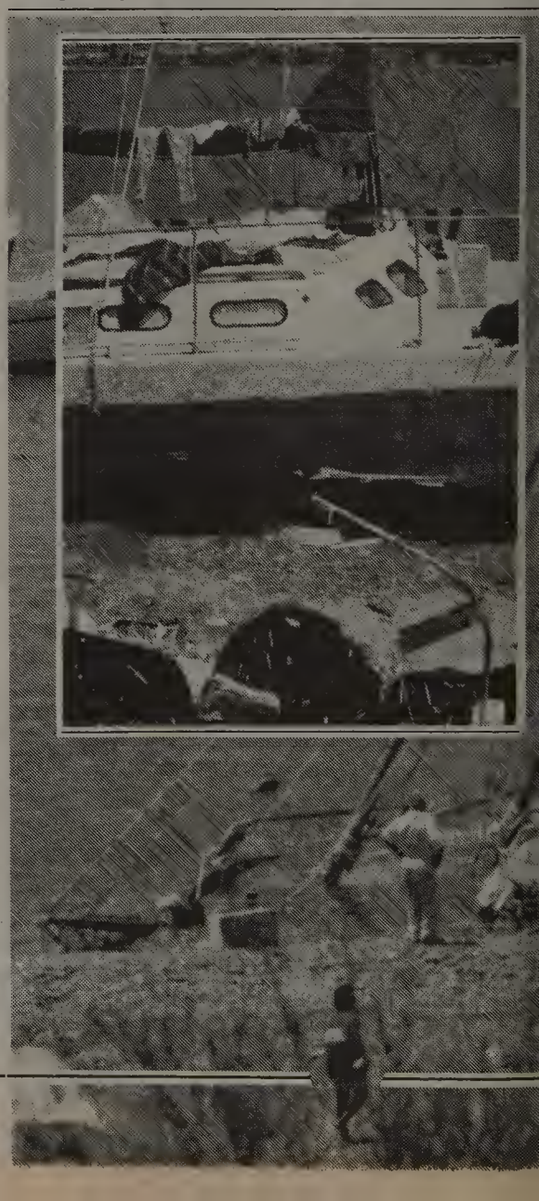
At Bahia de Los Angeles, about 45 miles northwest of the eye, Ernie Minney's Coronado 25 *Alicia* was unable to hold on to a 200-lb Danforth in 40 feet of water. Thus the owner of Minney's Marine Surplus had his little cruiser go up on the beach. Fortunately, it was a soft landing and he had her off after six hours of shoveling.

"It was the rain that did all the damage at Bahia de Los Angeles," said Minney, who also owns property there. "It rained 24 inches in just 12 hours!" The damage to the roads and property in the desert-like area was extensive.

Lester Visits San Carlos

The sizzling summer waters of the Sea of Cortez revived *Lester*, and he roared across the Sea to mainland Mexico. *Lester's eye* passed over the mainland the vicinity of Bahia Kino, which is 75 miles north of Marina San Carlos. The Port Captain at San Carlos recorded 70 knots; six knots over hurricane strength.

The boats tied up at San Carlos Marina, unlike those at Santa Rosalia, came through completely unscathed. The difference is that



WITH HURRICANE SEASON



KIM FENNEMA

Miami madness: big powerboats on top of the docks and Pearson Ensigns clogging downtown streets.

the San Carlos Marina is so completely sheltered from open water that no seas could build up. And it's the chop, not the wind, that does the serious damage in Category 1 hurricanes.

Again unlike Santa Rosalia, the boats that were moored and anchored in the relatively open waters suffered all the damage. "Nineteen boats from the outer harbor — including mine — were moderately to severely damaged," reports Gerry Cunningham, "All 19 had been moored or anchored in the outer bay, which normally offers very good protection." Cunningham should know; he's the author of *The Cruising Guide To San Carlos* and has kept a sailboat there for the last 29 years.

Of course, what's a well-protected bay in 35-knot winds isn't necessarily well-protected in hurricane-force winds. It takes very little fetch for 70-knot winds to create short, steep seas, and that's what *Lester* did.

"It was the waves that caused all the problems," confirms Jim Ahern, whose 46-foot Tancook Island Pinky Schooner *Styx* ended up on the beach. "The boats were hobby-horsing so severely in the short, steep six to eight-foot chop that the moorings couldn't take it. My boat went ashore when the half-inch chain snapped."

Jane Woodruff was in Oracle, Arizona on August 22 when she heard about *Lester*. Here's her account:

"Our adrenaline lasted about halfway through the 8-hour drive to San Carlos. About 40 miles north of the marina, the air changed and there were steady southerlies at 15 to 20 knots. We could constantly see flashes of lightning out in the Sea. When we arrived at San Carlos, it was raining hard and the water was already over the docks. After about three hours of trying to sleep in the car, we began to look for a way to get out to our trimaran *Toru*, which was lying restlessly at her mooring, as trimarans do.

"About then, Capt. Marcos of the 40-ft sportfisher *Toropez* came zipping by in his truck, asking us to help him with his 'little' yacht *La Rosa*, which had broken her towline on the way into the marina. With lots of sweat — and some of my blood — we were able to hold her away from the seawall. It was now 0600 and people began to appear.

"Within an hour, *Toropez* had delivered us to *Toru* — and boy, was it ever beginning to kick up! Green foam was flying over the seawall, and *Toru* was bouncing around, swinging from side to side. We'd had a lot of trouble hopping from *Toropez* to *Toru*.

"Once aboard, a quick check revealed that *Toru* was doing well. Her 2-foot by 4-foot by 6-foot block of cement, with 60-feet of half-inch chain attached by a swivel to both a safety chain and 1-inch nylon line, was holding up just fine. At the height of the storm, Tom would have to go into the water to replace the line — which was really scary for all of us.

"Time passed very slowly. But around 0800, our handheld anenometer had recorded an increase in windspeed from 25 knots to a steady 40 knots in just 20 minutes — and there were gusts that pegged the instrument at 60 knots. The weather report

Spread; seven sailboats crushed together in a small bight. Inset; 'Wanigan' beached and battered.



DICK BORGERDING

indicated *Lester* should strike land about noon at Bahia Kino, meaning we would be in the dreaded 'dangerous quadrant'.



KIM FENNEMA

With a mess in Miami like this, where do you even begin to clean up? Boat damage was estimated at $300 million.

"Boats began to move. Despite the valiant efforts of her owner Dave Johnson, the 53-foot trimaran *Cape Crusader* dragged back into the seawall and was completely destroyed. A 35-foot Piver Lodestar sailed onto another section of the seawall, bounced a few times, and came to rest. Soon *Alana Marie*, *La Jolie*, *Raven*, *Lei Sein*, *Hester Emily*, *Man's Reach*, *Styz*, *Brinci Mevki* and *Songbird* had all gone ashore, their ground tackle or moorings having failed. *Lo Lita*, which had been sunk two years before at San Carlos by hurricane *Reymundo*, went down again. *Cat's Pajamas* ended up with one ama on the seawall. The ketch *Mari-Lyn* dragged close to peril, and *Nina*, another tri, had been taken out by *Styx*. *Whatever* crept slowly toward the seawall, dragging three anchors and a 600-lb block with her. *Nepenethe*, which had been so badly damaged by hurricane *Reymundo*, snapped a line. But her owner Larry, determined not to lose her again, threw out three others and one of them caught. His boat was saved.

"Susan and Bitt were aboard *Murigheal* next to us, doing well by using their engine to power into the shrieking wind and steep chop, thereby reducing strain on their mooring. With just a Yamaha 9.9 h.p. to drive *Toru*, we were overpowered. Susan and Bitt watched helplessly as we dragged 25 yards, 50 yards, then 100 yards toward the beach. But as the wind began to diminish and the glass began to rise, we still hadn't gone ashore. After blowing most of the day and evening, the wind died at midnight. *Toru* was safe and we slept like the dead.

"Morning broke with pink fluffy clouds, little fish jumping from the water — and carnage all along the shore. From up on the hill, we could see 19 boats piled up on the beach like children's toys. The San Carlos Police were everywhere, trying to guard the broken boats. Most of them were high and dry, having been left there by the combination of high tide and the hurricane surge. As had been the case in Santa Rosalia, it was the unattended boats that suffered the most."

Several of the 19 boats washed up on the soft shore on the northern end of the bay. The Westsail 32 *Raven*, however, had the misfortune to hit that shore in one of the few places rocks had been stacked. She was holed, but was patched and refloated.

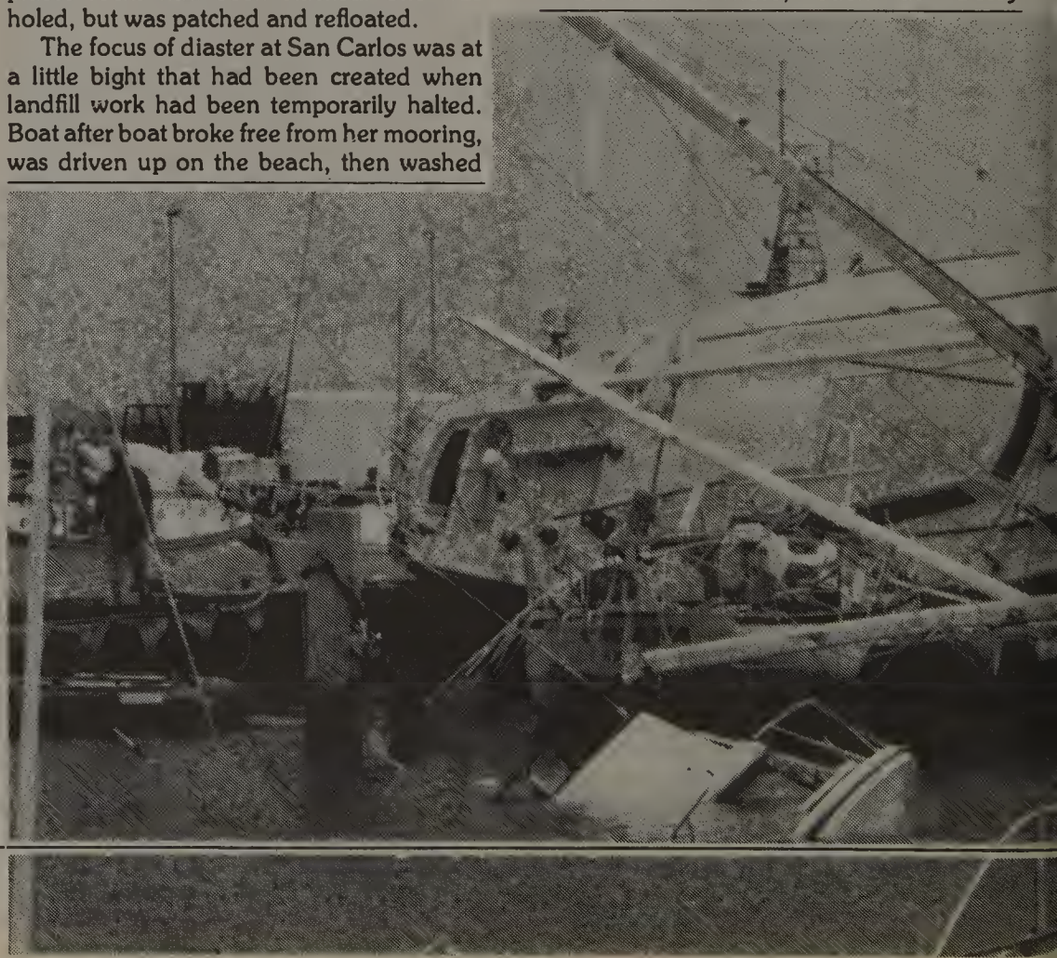
The focus of diaster at San Carlos was at a little bight that had been created when landfill work had been temporarily halted. Boat after boat broke free from her mooring, was driven up on the beach, then washed along the shore until trapped in the little bight. Before it was over, seven yachts squashed against and on top of one another. It was a sickening sight to anyone who loves boats.

The seven were, from the inside out: *Champagne*, John & Juli's Newport 30 from Colorado; *Hester Emily*, a Cheoy Lee Offshore 40 owned by full-time cruisers Phil and Hester Sargent; *Songbird*, a Coronado 35; *Lo Lita*, *Styx*, which was about to enter charter service in the area. Crammed in from behind were *Birinci Mevki*, Gerry Cunningham's home-completed Rawson 30; and, *Alana Maria*, a Taiwan-built Garden 51 foot ketch.

Although *Lester* had moved on, the troubles continued for the owners of the 21 beached boats — particularly those in the pile-up. Three of those seven boats were insured, and their insurance companies — American and Mexican — would not permit *any* of the boats to be moved until their adjusters could assess the situation.

Such waiting was not in the best interests of the uninsured. They had diesel engines and other valuable equipment that could be saved if their boats could be raised without much delay. And in some cases, each change in tide increased the damage. *Hester Emily*, for example, was being increasingly crushed between *Songbird* and *Champagne*.

Several owners, such as Gerry



Cunningham, stayed aboard their holed and partially sunk vessels for the first couple of nights. This was not particularly prudent, as the pile was unstable. On the second night, a change in tide caused the boats to shift suddenly. There was a tremendous bang! as the group motion caused *Alana Maria's* bowsprit to snap off abruptly. It scared the hell out of Cunningham. The shifting of the pile also resulted in *Birinci Mevkii's* hull being holed by *Emily Hester's* main winch.

Despite the frustrations of the uninsured, they waited. "After the adjustors finished their work, some of us got what seemed liked very high quotes to have our boats salvaged," reports Sargent, "So, the cruisers got together and decided we'd do it ourselves. I'd been quoted $4,000 to pull my boat off — and more if she had any underwater holes. When I told Brett van Gorp, who owns *Touched* with his wife Allison, he told me it was too much. He also said fiberglass was infinitely repairable and if we could get the boat out of the water, the diesel could also saved.

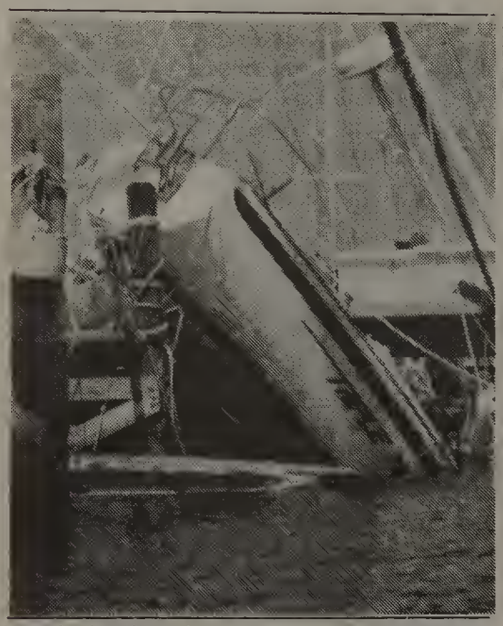
"I can't say enough good things about Brett, not only for myself, but for Cunningham and others," says Sargent. "He worked with Eddie Grossman, manager of the marina, to get the use of some 3-inch pumps, a tractor, a driver, a big boat, and a half-mile of 4-inch polypro line. All of these were necessary to get the boats out. Brett then did a lot of exploratory diving and underwater patching with Splashzone."

"Led by Brett and with the help of other cruisers, Eddie Grossman, and some locals who didn't want to be paid, we got *Emily Hestor* refloated in six hours! She was then taken to the Navarro Yard where her diesel was flushed out and restarted!"



MIKE DOYLE

'Imogene', a Sailfest 50, high, dry and holed atop the docks of the Nawiliwili Small Boat Harbor.



KIM FENNEMA

South Floridians love their boats, but right now repairs aren't a big priority compared with the basics of existence.

Phil and Hester had also benefited greatly from the emotional support provided by Brett and others. "I'd been in Arizona renewing my visa when *Lester* hit. When I got to the boat after a long drive, she was stuck at the bottom of the big pile-up. "Oh shit!" I said and went back to my camper and passed out. In the morning I decided she was a total loss and began stripping her. But other cruisers came along and convinced me she could be saved. Well, seven days later she was floating — *with* her diesel running. *Hester Emily* certainly would have been a loss without the help of these people."

Not everyone was disappointed with the work of the insurance companies. "There were about 21 owners with damaged boats, seven of whom had boats in a big pile," says Jim Ahern. "It was a group problem, and not everybody is going to be happy with the way it has to be done for the good of the most. I think it worked out as well as possible. I'm just glad there weren't any lawyers around."

By the middle of the month, the majority of damaged boats were floating and it appeared they would sail again.

Hurricane Andrew

While the cruisers in Mexico got nailed by winds stronger than most of us will ever face, it was a gentle breeze compared to what *Andrew* brought to South Florida. Meteorologists have revised their figures and now say *Andrew* hit South Florida with 175 knot winds — or about 100 knots more than *Lester* unleashed on the Sea of Cortez.

We've all seen television coverage of the nuclear bomb-like destruction in Florida, but *Andrew* could have been much more devastating than it was to the recreational boating community. The saving grace is that *Andrew* was not a wide hurricane and went directly inland.

Damage to recreational boats has been estimated at $250 to $300 *million* dollars. And this is down from the original estimate of $500 million. These estimates are based on the fact that there are 45,000 boats registered in Dade County, and that one third of them were damaged. At $300 million, that works out to be $20,000 per boat. The damage ranges from torn bimini tops on 17-foot Whalers to total losses on multimillion dollar boats.

According to Bill Oakerson, the senior vice-president of Boat/U.S., who is heading up their catastrope team in Florida, the damage was much less than it could have been. "There are 39,000 registered boats in Broward County just to the north, which includes Fort Lauderdale. Many are spectacular multimillion dollar vessels. Had *Andrew* come ashore 15 or 20 miles further north or swept up the coast, it's hard to comprehend how great the monetary loss to boats would have been."

Oakerson said that everyone was surprised at how narrow the band of damage was. Boats from mid-Miami north basically did very well. Similarly, the tens of



MIKE DOYLE

'Kahuna' was left standed on a dock with a smaller boat resting in her cockpit.

thousands of boats in the extremeley vulnerable low-lying Florida Keys came out unscathed.

Even in the devastated areas, there were some surprises. Expensive yachts in the exclusive Key Biscayne area, for one, did relatively well. "I'd say only about 20% of the boats at Key Biscayne were badly damaged," said Oakerson, "whereas 80% of the boats in the area from Miami Municipal Marina south to Homestead Bayfront were badly damaged. Of these, approximately 15 to 20% will probably be total losses."

Oakerson notes that there is a substantial difference in the aftermath of *Andrew* as opposed to that of hurricane *Bob*, which swept up through six East Coast states last fall. *Bob* damaged lots of boats, but didn't do that much damage to homes and businesses. As a result, the boats were repaired quickly. "It's entirely different with *Andrew*," explains Oakerson, "where the devastation to homes and businesses is so stupendous. For the people down here, getting their boats repaired is a minor consideration compared to rebuilding homes, businesses, schools — the basics of life."

It's going to be a long, awful recovery for all the victims of hurricane *Andrew*. We wish them all well.

Omar

The United States Territory of Guam was hit by cyclone *Omar* just five days after *Andrew* struck Florida. (A cyclone is what officials call hurricanes west of the International Date Line.)

Omar brought 175 knot winds directly to the island. While details have been scant, it was reportedly the worst cyclone to hit Guam since the one in 1976. And that's saying something, because the cyclone of 1976 switched directions so many times that it criss-crossed Guam *four different times*. We suppose those in South Florida do have some things to be thankful for.

We have yet to get any reports on damage *Omar* might have caused boats on Guam. Hopefully John and Judy McCandless of the Baba 35 *Renassiance*, who are temporarily working there, will give us a report. It was only a few months ago the former Redwood City residents wrote about their adventures with a near-miss on Guam.

Tidal Wave Hits Nicaragua

After years of having death and destruction inflicted upon them by various political factions, the hapless citizens of Nicaragua took a nasty lick from Mother Nature on September 2. An offshore earthquake registering 7.0 on the Richter scale sent what's popularly known as a 'tidal wave' to batter a 200-mile stretch of Nicaragua's Pacific coast.

More than 200 were killed and thousands injured by a wall of water estimated to be as much as 40 feet in height. The *tsunami* not only completely engulfed low-lying islands, but surged as much as half a mile inland. Entire houses and buildings were inundated then swept out to sea.

As a result of years of hositilities between the U.S. and the Sandinistas, few recreational yachts call on Nicaragua. We've received no reports of damage to cruising boats.

Not Nice Weather On Cote D'Azur

Nice, France — renowned for one of the most pleasant microclimates on the French Riviera — was slammed by 95 mph winds with gusts up to 135 mph. And this during what is traditionally the time of best weather in the region. It was, of course, no hurricane, just a bad storm.

Large waves, unknown along the French Riviera during the summer, claimed the lives of three separate beachcombers. Torrential rains brought heavy flooding.

There has been no report on how the boats made out in Nice's main marina or those in nearby Monte Carlo. Both are fairly well protected, however, so it's likely most boats made out well.

Iniki

A hurricane hadn't struck the Hawaiian Islands since *Iwa* hit Oahu and Kauai 10 years ago. *Iniki* more than made up for the deficiency. A Category 5 hurricane with winds up to 160 knots, she was the most destructive hurricane to hit the Islands this century.

"Nobody was too concerned about *Iniki*," says Carol Post, who keeps her Islander 37 at the Ala Wai Yacht Harbor in Honolulu. "It appeared as though it would pass to the south of the Islands and bring little more than occasional showers." But then the hurricane took a sharp right turn and headed directly for the western edge of Oahu and straight for Kauai.

"The first warning we got," says Post, "was a Hurricane Watch at 11:30 p.m. on Thursday, by which time most people were asleep. At 5:30 the next morning we were awakened by the Civil Defense sirens announcing a Hurricane Alert. Being awakened by those sirens scared the hell out of us. For those in the Ala Wai, it was worse than the hurricane itself."

Unlike *Lester* and *Andrew*, *Iniki* would claim the lives of two mariners. Three men were fishing off Kauai on the motorsailor *Half Moon Bay* when the hurricane warnings were announced. Declining a Coast Guard rescue, they said they'd simply report their position every hour via cellular telephone. At the height of *Iniki* there were no more reports; the boat had sunk. Two men were lost at sea; a third clung to a cooler until he was rescued 19 hours later.

Bill and Jenny Wayne of the 45-foot San Diego-based *Pacific High* were nearly victims, too. With *Iniki* on its way, they decided to take their chances sailing back to Honolulu rather than remain in Port Allan, which had been decimated by *Iwa*. It may not have been the best decision. Their boat was rolled 360° and dismasted. The two were taken off their stricken vessel and rushed to the hospital where they arrived in stable condition. As of the 14th, *Pacific High* was believed drifting north of Kauai.

Iniki, of course, struck the island of Kauai the hardest. Of the three places boats gather — Nawiliwili Small Boat Harbor, Port Allan and Hanalei Bay — it was Nawiliwili that suffered the most. Of the perhaps 65 boats there — many of them cruising boats as opposed to ones locally owned — only about 10 escaped damage. Of the 55 boats damaged, perhaps 15 or more of them are total losses.

"The biggest problem at Nawiliwili," reports Fred Gamble, Singlehanded TransPac'er who kept his Islander 40 at Port Allan, "was that boats broke loose, hit others, which broke them loose. It was the domino effect. The most common story I heard was, 'I was doing just fine until a boat hit mine and broke her away from the dock'."

The docks at Nawiliwili were part of the problem. Gamble says many of the cleats had been pulled out and that old fractures indicated they may not have been very strong in the first place — so the mere force of the wind may have broke several of them free. Another problem was that the concrete docks are designed for the two-foot tidal range. The hurricane surge put them well underwater and allowed several boats to float free.

"The primary problem at Nawiliwili," reports Honolulu surveyor Mike Doyle, "was the surge. Many of the boats floated up over the docks, and when the water went out, they stayed on top of the docks." A good example was *Imogene*, Earl Edwards new 42-foot sloop. He and partners Sandra Marcy and Jody Gardiner rode out the storm on the boat they built. The boat ended up crosswise on a main dock, partially impaled by the older wood powerboat *Jubilee*.

Also sitting high and dry across a main

dock — with a smaller boat sitting in her cockpit — was the Christina 43 *Kahuna*, owned by Jerry and Nancy Hughes of Honolulu and Long Beach. She was holed, and in the words of Doyle, "the only thing holding the bow from going down was the anchor jammed in the dock."

While the surge created havoc throughout the harbor, the 160-knot winds certainly played a part in the destruction, too. There is no better example of this than what happened to the *Kiely IV*, a catamaran the Westin Hotel had used to take guests out sailing. She, like many other multihulls, was simply picked up and whipped through the air by the wicked winds. *Kiely IV*'s distinction is that she cartwheeled through the air directly into the bridge of the 85-foot Coast Guard Cutter *Point Harris*. The impact was so great the cutter's bridge, some 20 feet above water level, was damaged to the point that the cutter was no longer operational.

The combination of the furious wind and possibly careless hurricane preparation was also a source of trouble. Several sources told us an unnamed Columbia 50 at Nawiliwili had a backstay and chainplate that were inadequately secured to the extent they began whipping around. According to Mike Doyle, the flailing backstay first snagged the rig of one of the last Swans that was built of wood, dismasting her and breaking the cleats that had held her to the docks. The same loose backstay reportedly snagged the triadic of the ketch *Saltflower*, pulling down both her main and mizzen masts. She is further reported to have later slammed into the cutter *Point Harris*, then came back to ram *Saltflower*'s transom. She became known as "The Columbia 50 from Hell".

The reports we've received from Hanalei Bay are sketchy. There were apparently four relatively large sailboats in the bay, two of which went on the beach with unspecified damages, two of which rode *Iniki* out. Apparently the two boats that didn't go ashore had crews which stayed with them. One of them was *Lady Lee II*. Had the hurricane hit several weeks earlier, it might have been worse. Many boats spend the summer in Hanalei and then either head back to Honolulu or the mainland by September 1.

Perhaps the biggest surprise was Port Allan, which had been obliterated by *Iwa*. Everybody assumed it would happen once again. A Freedom 30 sunk in its slip, a Pearson 30 was holed above the waterline and an English-built 30-foot sloop and some other fishing boats were damaged. But surveyor Doyle reports that many of the boats, which had been hauled out on trailers,



This Christina 43, beautifully maintained, was a tragic site in Nawiliwili.

were sitting upright in good condition. Many had expected they were going to find them in trees or on other parts of the island.

Santa Barbara's Fred Gamble had planning on leaving Port Allan for Nawiliwili — until locals advised him that the boatowners in Nawiliwili didn't do a good job of securing their boats. So Gamble stayed — and is glad he did.

"Rather than remaining in a regular slip," he said, "I tied my boat between two docks that are several hundred feet apart, then set my anchors. Once I prepared the boat as best I could, I took shelter at a home up in Waimea. It was pretty scary there, as the roof and garage both blew away and cars were smashed.

"It was like a miracle when I got back to my boat. There wasn't a scratch on her and she looked like she'd just been washed. The only clue to the fact that the eye had gone right through Port Allan was the ground tackle. The anchors had set so hard I still haven't been able to get them up. And the knots in the lines were so tight that I couldn't get them out."

There was damage on other islands, but much less. Marine insurance broker John Grosetto reports that an almost new 100-passenger tourist catamaran broke her sampson post and was destroyed at Keauhou Bay on the Big Island. Lahaina took it pretty badly, too, as a result of waves rather than wind. *Crystal Anna*, a 65-foot sometime charterboat that had been built in Huntington Beach in 1983, washed up on the beach and was destroyed. This, reportedly, despite the best efforts of the owner and a friend who rode her to shore in 15-foot waves. Indeed, Grosetto reports that Maui's Kanapali Beach no longer exists, having become a sand bar 150 feet offshore.

Another 10 to 15 smaller boats were said to have gone ashore at Maui as well.

As reported elsewhere, the Ala Wai on Honolulu did well. Over at Keehi Lagoon, Carol Post reports that Harold Steven's 55-ft schooner *Third Sea* dragged anchor and was a total loss. Don Klein's 37-ft ferro *Renaissance* also broke loose and went ashore.

As for the controversial new moorings at Keehi, Post advises that the single point moorings did well. The double point moorings, because boats were held beam to the wind, were more troublesome. "Still, the wind wasn't even as bad as a *kona*," she concluded.

How would you have liked to have been in the middle of the closing of a boat deal when *Iniki* struck? According to Doyle, the deal on the repossessed Westsail 32 *Summer Solstice* was supposed to close the day *Iniki* hit. No doubt both parties held their breath, but she came through all right on the 800 dock.

Lessons To Be Learned

1. Avoid all hurricanes. This is not always possible, as hurricanes don't always follow the rules. But you can greatly stack the odds in your favor.

2. While the Sea of Cortez and Hawaii obviously can be hit by hurricanes, it is a rarity. Furthermore, more than 90% of the boats in the Islands and Mexico suffered *no* damage at all.

3. The terribly destructive force of a hurricane is usually confined to a relatively narrow area. If you're even somewhat sheltered 15 or 20 miles away from 'ground zero', you've got a good chance of coming through fine. The vast majority of boats in Southern Florida were *not* damaged.

4. Situations vary, but with good ground tackle it's often possible to ride out a Category 1 hurricane at anchor.

5. Never just assume that moorings or docks are stout enough or in good condition. Or that they can take hurricane surge.

7. Unless you're a large ship, it's usually not wise to try to ride out powerful hurricanes at sea.

8. Avoid unattended boats like the plague. In both Mexico and Hawaii, they were the number one source of preventable damage.

9. Multihulls have many virtues, but surviving hurricanes is not one of them. At least one owner flooded his hulls with good results.

— latitude 38

BIG BOAT SERIES '92:

It's back! Pinch us if we're dreaming, but this year's 29th annual Big Boat Series on September 17-20 seemed bigger, better and more fun than any other in recent memory. With 55 boats sailing in 8 divisions, the Series — which has recently reincarnated itself as a one design event — is, in our opinion at least, back on track and hummin' right along. We feel comfortable making that statement: *Latitude*'s covered 16 Big Boat Series now, and we've personally sailed in 9, so we think we've got the Big Picture. But why take our word for it?

ALL PHOTOS LATITUDE EXCEPT AS NOTED

"We called it 'nasal flossing' and made him do it a couple of times."

"It's not the grand prix designers' contest it used to be, nor does it take nine days of your life anymore," commented *Mongoose*'s Steve Taft, one of the masterminds of the successful new (since '90) abbreviated format. "We changed with the times after the Series bottomed out in '89 with only 24 boats. I'd say the Series has made a hell of a comeback."

"Look at all the talent here!" marvelled sledmeister Tom Leweck, spotted on *Blondie* this time. "Chris Dickson, Bill Tripp, Robbie Haines, you name it. On our boat alone, we have Ron Love, Dave Ullman, Steve Toschi, Pete Frazier. . . I'm the number three navigator behind no less than Joe Buck and John Jourdane! I also get to be the mainsheet trimmer's caddy — 'What will it be sir, a single or double handle?' or 'Might I suggest we tee up a little outhaul?' and so forth. But frankly, I'm just happy to be here!"

"This year's Series had it all!" enthused *Bullseye's* Scott Easom. "Tight racing, enough carnage and protests to keep things interesting, great parties, lots of friends, lots of energy. It was great to have the sleds here, to put the 'Big' back in the Big Boat Series. Plus, I'm glad we had good, reliable winds — but jeez, it was cold. Maybe they could do something about that next time?"

Okay, so the series wasn't completely perfect. To be honest, there were some problems with IMS, it *was* rather chilly (certain pansies from warmer climates dubbed this the "Southern Canada Big Boat Series"), and a couple of the classes were a little thin. But in the Grand Scheme of Things, there was a lot more right about this year's Series than wrong, including the return of the clubhouse power-reach, the first-ever use of a leeward gate for the sleds, the Friday night Mount Gay party, the I-14 'sailing and swimming' exhibition the same night and much more.

There were also some stand-out performances by *Mongoose*, *Abba-Zaba-Jab* and *Cookson's High 5*, but we're getting ahead of the story.



Paul Simonsen and John Kostecki.



Glenn Isaacson and Carl Schumacher.



Bill LeRoy and Pam Healy.

Eleven ULDB 70s sailed out to the start of their abbreviated five-race, strictly City-front series on Friday (the sleds didn't want a four-day regatta, nor did they want to sail on the less desirable North Course — and what the sleds want, they get). It was an historic gathering, the largest sled convention other than the start of the recent Alessio Race ever seen on the Bay.

It was also shortlived. Tuning up beforehand, the Andrews 70 *Victoria*'s brand new Omohundru-built mast inexplicably broke off six feet from the top — an inauspicious beginning for that Costa Mesa company's first venture into aluminum spars (previously, in a joint venture with SparCraft, they supplied the carbon fiber sections for





'Cookson's High 5', quite probably the best IMS boat in the country these days. Inset, Geoff Stagg and David Clarke.

America's Cup masts). It was a tough blow for owner Mike Campbell, who had hustled to get a rig in the boat after losing his first one in the Alessio Race. Luckily, after an all-nighter sleeving their mast at Svendsen's, *Victoria* was back racing the next day.

But back to Friday, September 18: Ron Love, driver of *Blondie* and recently hired salesman for Omohundru, probably wished he'd stayed in bed. In the first race, they were hit twice (by *Evolution* and by a J/105 at one of several unfortunate mixed-class mark roundings), but those minor fender-benders paled in comparison to what came next. In the second race, while playing 'pinball' up the Cityfront, *Blondie*, on starboard, took a wicked, no-deflection T-bone shot from the aluminum-hulled *Maverick* (see pages 124-125).

Thankfully, no was hurt, though *Blondie* — ironically sailing her last buoy race under owner Peter Tong, whose new SC 70 will be hatched from the chicken coop in January — was knocked out of the Series, messed up to the tune of somewhere around $75,000. It's hard to say who had the worst day: Campbell, Tong, Love, *Maverick* driver Ed 'Cap'n Crunch' Lorence, or — quite probably — Brett Gregor, the insurance underwriter for most of the sleds (and, ahem, a lot of property on Kauai).

The carnage in the sleds continued unabated the next day, with halyards popping and .6 poly spinnies disintegrating despite winds that never exceeded the mid-20s. Both *Taxi Dancer* and *Evolution* hit the bottom just off the entrance to the St. Francis Yacht Harbor, the latter hard enough to stop her dead, ripping the stern pulpit off and bending all the portside stanchions.

Gregor, by now in a state of shock and/or disbelief, offered some sound suggestions to the race committee: next year, there'll be a limiting buoy off 'Irv's Rock' (maybe Gregor's company, or anyone who might still insure sailboats after this weekend, should advertise on it?). Also, it's doubtful the sleds will ever start off Fort Mason again, as they arrive on the Cityfront minutes later overlapped like J/24s. "It's way too dangerous a race course for big boats," claimed Gregor, who viewed the carnage from the safety of *It's OK!*'s rail. "The inevitable finally happened, but it could have been avoided by starting back down at T.I. and giving the fleet time to spread out before they hit the seawall."

Meanwhile, rising above the carnage was Paul Simonsen's SC 70 *Mongoose*, which John Kostecki steered to a near-flawless score of four bullets and a third. They totally dominated the Series, despite not having raced around the buoys since they took the '89 regatta. The Goose is now 3-for-3 in Big Boat competition, having also won the '87 Series with the late, great Tom Blackaller at the helm. "It's the best year I've ever had in sailing," claimed Simonsen exuberantly. "This regatta was almost as much fun as the doublehanded race to Hawaii! Maybe I shouldn't sell the boat after all. . ."

Two other classes of ULDBs also competed in the Series, the Santa Cruz 50s and the Express 37s. The former class attracted the bare minimum of five boats, while the latter weighed in with only eight boats, down from 13 last year. Although the numbers were off in these classes, the 'fun factor' was high, particularly at the head of each pack.

Originally, a few of the 50s were going to sail in what would have been the bigger of the two local IMS classes. Two last minute entries — the recently purchased *Emily Carr* passing through on her way to her new home in Canada, and Bill Belmont's low-key effort with the borrowed *Racy II* — gave them enough for a one design start, although unfortunately some of the better players (*Allure*, *Deception* and the Santa Cruz contingent) chose not to come anyway. The BLRF ('Bill Lee Rating Formula') was used to account for the subtle differences in rigs, keels, and transoms between the boats.

The racing featured a duel between Rolfe Croker's *Hana Ho* and Bill LeRoy's *Gone*

'Abba-Zaba-Jab' sailed impeccably, putting together the best record at this year's Series.



COURTESY JOYCE ANDERSEN

BIG BOAT SERIES '92:



A rare shot of 'Scorpio' leading 'Bullseye' in the IMS grand prix division.



COURTSEY JOYCE ANDERSEN

With The Wind, with third place *Dolphin Dance* acting as the spoiler. *Hana Ho*, though slower than *Gone With the Wind*, had a great series and would have probably won but for an incident in the first race. Sailing downwind, *Hana Ho* allegedly brushed their spinnaker against *Dolphin Dance's* backstay during a 'mutual broach'. Croker, driver Hank Easom and tactician Bill Barton marred an otherwise outstanding series with a bad decision: unclear on whether there was actually any contact, they waited until the end of the leeward leg before doing their 720°, which was not — as was quickly established in The Room — the "first reasonable opportunity".

"We should have counter-protested instead of doing the 720°. Live and learn," said the easy-going Easom. "Anyway, Bill (LeRoy) did a nice job steering his own boat, and Pam (Healy) called some good shots." The last race between the two boats was a classic, as *Hana Ho* sat on *Gone With the Wind* all afternoon, trying unsuccessfully to put two boats between them. *Dolphin Dance* once again failed to cooperate, sneaking by both boats to take a bullet. Interestingly, 9 of the 15 *Dolphin Dance* crew work together with owner Philippe Kahn at his software company, Borland International. "Most of them just picked up the sport this summer, but they've come an amazingly long way in a short time," noted *Dolphin* crewmember Bob White.

In the Express 37 class, popular owner Glenn Isaacson proved that *Re-Quest*'s season championship this summer was no fluke, as he and tactician/designer Carl Schumacher nipped *Frequent Flyer* to win class honors in the Series for the first time (previous winners were *Pazzo Express* and *Morningstar*). As an added bonus, the Series doubled as the Express 37 Nationals. Ted Hall and hired gun George Pedrick (a pro driver allowed to steer because of Hall's back problems) put up a fierce fight aboard the *Flyer*, throwing 31 tacks at *Re-Quest* on the final beat of the Series in an unsuccessful attempt to break free.

"We had some good, tight racing," said Schumacher. "Four different boats each won races, and the top boats in particular all seemed identical in speed. We don't need floatation lines and lead in the bilges to equalize the boats like the J/35s, nor do we need to add water to the tanks like the J/44s do."

IMS history was made at the Big Boat Series, such as it was. For the first time anywhere, the fleet was split between grand prix, purpose-built IMS race machines (read: new boats) and racer/cruisers (read: converted IOR boats). Unfortunately, just 10 boats — actually three less than last year — availed themselves of this opportunity, a poor showing considering that the regatta was promoted heavily as the big IMS showdown of the year. The lack of attendance, coupled with uncharacteristic administrative errors by the RC (mainly course length problems), raised some serious doubts about the already-shaky future of this rule.

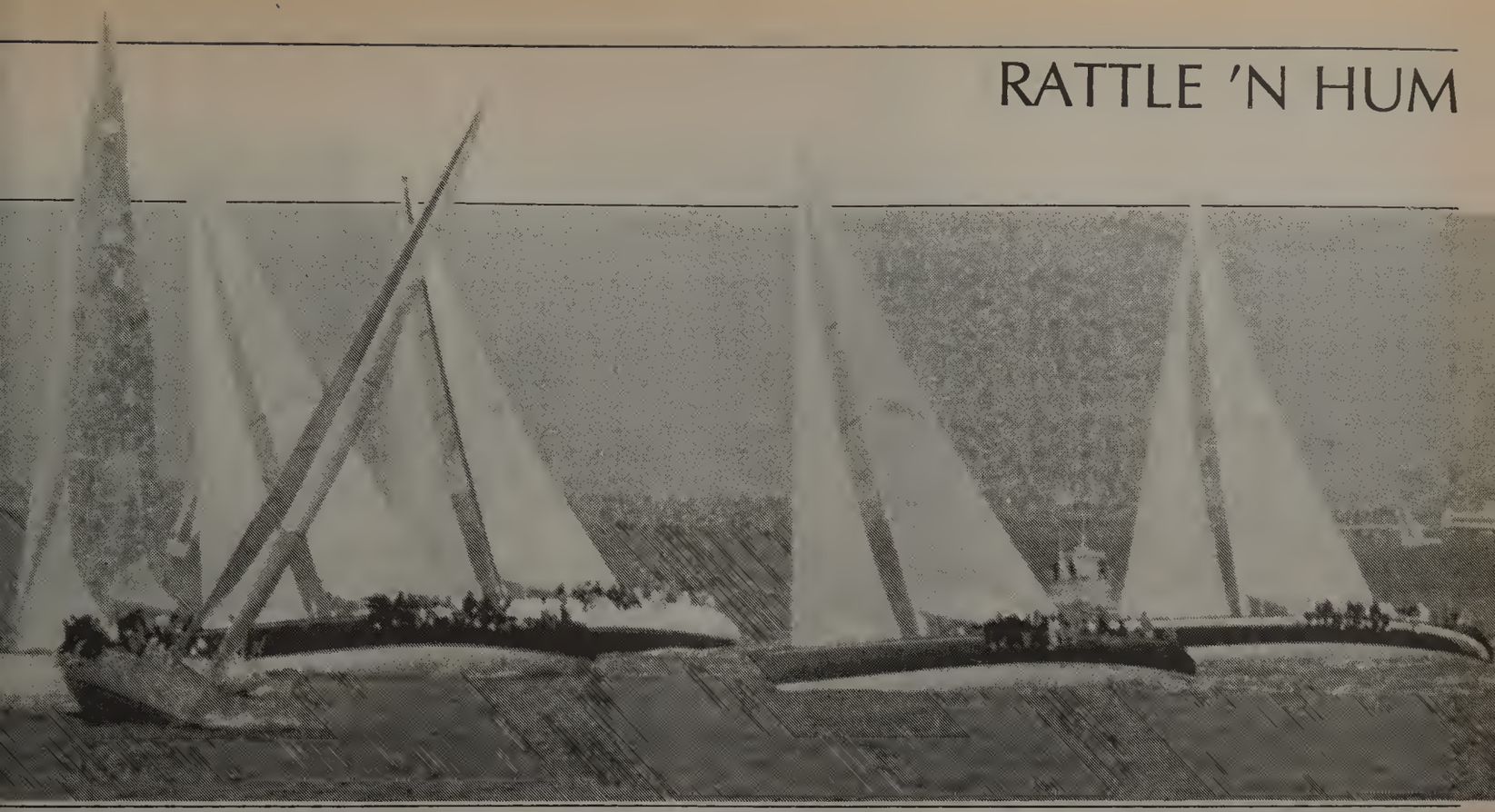
"If I had an IMS boat right now, I'd shoot myself," was a refrain we heard repeatedly at this year's Series, invariably from one design sailors. Owners competing against a three-month-old Kiwi-built sensation called *Cookson's High 5* probably shared that sentiment: with Geoff Stagg of the Farr office driving and Dee Smith standing behind him (right in the way of the boom, as the new scar on his forehead attests to), the snub-nosed Farr 40 easily racked up five firsts and a second.





Left, Sy Kleinman and Mike Rettie. Right, Rick Learned and Larry Amberg.

They lost the fourth race to *Bullseye* by 1:20, according to Stagg, mainly because of poor sail selection on the beats. "After winning every race at Kenwood Cup and doing so well here, it was actually a relief to finally lose a race," admitted Stagg.



Definition of dangerous: Big Boat cityfront 'pinball'. The safest place is where 'Mongoose' is — out in front of the pack.

"That boat's ugly, but it sure is fast," claimed *It's OK!* main trimmer Dave Vietor. "The harder it blows, the faster she goes!" Indeed, Lew Beery's Andrews 43 *It's OK!*, last year's winner and *de facto* target of criticism, could muster no better than a fourth against the likes of the newer *Cookson's*, *Bullseye* and the Japanese Tripp 43 *Miwa*, which previously won Block Island Race Week and is by now on a freighter home. *Cookson's* was the new 'target' in the arms race — which is starting to look suspiciously like another Invest-Or-Retire game — though charterer David Clarke of New Jersey and Stagg insist that "it's not a breakthrough, it's just another boat."

"I'm getting fed up with people saying the boat isn't in the 'spirit of the rule', that it cost a million dollars and that we're all getting paid to sail her," fumed Stagg, the only one of the hybrid crew (four Americans, three Kiwis and one Aussie) who had sailed on the boat prior to the Series. "This is the kind of boat the rule encourages. It's fast, fun, forgiving — and you can buy it right now if you want for $325,000!" Clarke, former owner of the successful one tonner *Vibes* and charterer of *Bondi Tram* at the '90 Series chimed in, "I'd buy it without hesitation, except I'm already committed to an IOR boat for next August's Admiral's Cup."

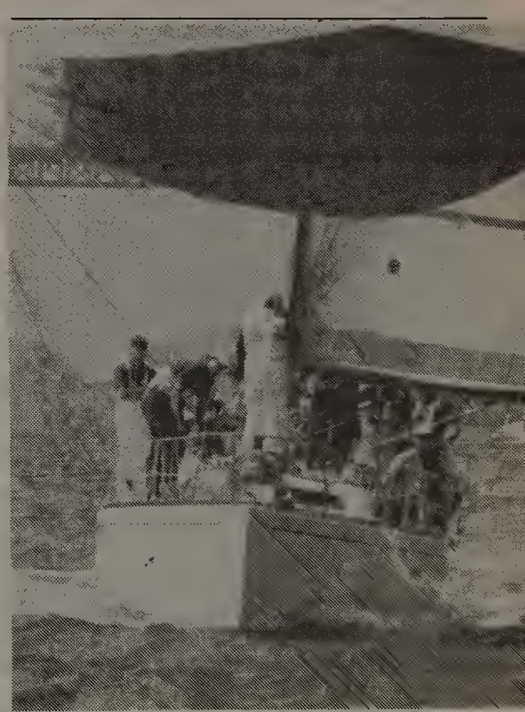
"Winning was easy," related *Cookson's* bowman Dave Kresge, the only other local besides Smith on board. "The boat's *scary* fast!" Kresge, however, was even more impressed by the stunt that one of his Kiwi crewmates performed at their crew dinner — "This guy shoved a rubber up his nose, and pulled it out of the back of his mouth! No kidding! We called it 'nasal flossing', and made him do it a couple of times. Then he took the thing, put it over his head and. . ." Well, enough on that subject.

While *Cookson's* was decimating the grand prix IMS class, Sy Kleinman's venerable Frers 58 *Swiftsure* was having a field day of its own with the local IMS group. "We got our conditions," said Dick Pino, one of *Swiftsure's* 16-man 'family' crew. "We liked the long, easy beats. We liked the straight line stuff, and we liked sailing with the #2 genoa and .75 ounce kite. We didn't have any mechanical breakdowns or boat-handling problems — our crew's been together two or three years now and it's really starting to pay off." Interestingly, these guys won without a formal tactician; rather, the gigantic afterguard (Kleinman, helmsman Mike Rettie, Paul Kamen, Bob Klein and Pino) makes decisions 'by committee'.

Heart of Gold hung tough at second, never getting enough wind to threaten *Swiftsure*. (How *Goldie* ended up in 'regular' IMS and *Scorpio*, a boat of roughly the same vintage and design intent, was placed in 'high octane' IMS is a mystery to us.) The other three boats in the local IMS group were victims of the courses and conditions: even well-sailed boats like *High Risk* were simply too small to be competitive. Colin Case, seeing the words 'little boat blues' written all

Looking at the back end of 'Cookson's High 5', a familiar sight in IMS this summer.





'Hana Ho', Rolfe Croker's SC 50, lost the Series in the protest room.

BIG BOAT SERIES '92:



'High Risk's bowman on a 'house call'.

over this class, withdrew *National Biscuit* the night before the Series — and who could blame him?

Where was everybody, particularly all the local IMS boats? Why did all the little IMS boats boycott the Series? After fielding 20 boats at the Stone Cup II in late August, expectations for this Series had run high. Certainly, IMS could have benefitted from a large turnout and positive feedback at the Big Boat Series. Unfortunately, not only didn't they get it, but this regatta — just like the Kenwood Cup — raised more questions about IMS than it answered.

Five J/44s, eleven J/35s and five spanking new J/105s competed in this year's Big Boat Series — collectively the J/boats comprised a whopping 40% of the fleet. It was the third year in a row the popular J/35 class has been invited, and also the third year in a row that *Abba-Zaba-Jab* has journeyed north from Long Beach to crush the competition. Owner/driver Larry Harvey, still in pain after crashing a light plane at Lake Tahoe several weeks earlier, put together a flawless six-bullet series (after getting redress in the second race due to race committee error). Afterwards, Harvey was as jazzed as ever about level racing: "I'm really, really happy to be out of the handicap game. One design is where it's at — all those guys with IMS boats should get J/35s! By the way, don't tell my doctor I'm here!"

No one in modern years has ever won their class three times in a row at the Big Boat Series, let alone do it with a total of 13 firsts, four seconds and a fourth. "*Abba-Zaba*'s in a different league than the rest of us," admitted Chris Perkins, who steered distant second place finisher *Major Damage* (ex-*Ukiyo*). Dave Wilson (former SC 27 national champion with *Good Timin'*), Dave Wilson, Sr. and Perkins just purchased the red boat a few months ago ("It was 'major damage' to our financial situations!") and accounted well for themselves in their first regatta despite some fairly tired sails (their 'new' ones were bought used from *Abba-Zaba-Jab*.)



Jeff Madrigali and Larry Harvey.

The J/44 class rapidly sorted itself out to a dogfight between the two white boats, *Gotcha* and *Marilyn* (ex-*Tak*). The remaining darkhulled trio (*Phantom, Witchdoctor* and *Concorde*) all had moments of brilliance, but were never really in the hunt overall. Partners Larry Amberg and Rick Learned, friends since grammar school, and tactician/back-up driver Steve Grillon ended up winning with *Gotcha* despite 450 pounds of water they were required to put into their tanks to 'equalize' the boats.

Tied for first after four races with Monroe Wingate's *Marilyn*, driven aggressively by Chris Corlett, the *Gotcha* partners turned the helm over to Grillon, fresh off winning the Ficker Cup Trials in Long Beach. The last two races saw Grillon and Corlett throw everything but the kitchen sink at each other, with *Gotcha* getting the upper hand in each race. Grillon, however, was subdued and philosophical in victory: "You don't need pros driving J/44s — it ruins it for everyone else. What this class needs is an owner/driver rule."



Doug Taylor and Fuzz Foster.

The 'wildcard' class this year was J/105s, which came up with five boats at the last minute. Including these new 34-foot boats in the Series was not universally popular: it was seen as a "marketing move" by some, as "too small" a Big Boat by others. Whatever the case, the boats looked just fine to us as they planed across the Bay — albeit rather spread out — at sustained speeds of over 10 knots under asymmetrical kites on retractable poles. Hawaii J/Boat rep (and skating rink owner) Doug Taylor, owner of the hot J/35 *Ice Breaker*, flattened the class with a chartered boat appropriately named *Zamboni*, taking straight bullets.

Well, almost. In their haste to throw the project together — Hawaiian crew Alan Nakanishi and Fuzz Foster got the call the Tuesday before the Series began — the crew neglected to pay attention to one of the several zillion course amendments that the race committee pumped out that weekend. *Zamboni* led the first two other boats around the wrong leeward mark in the first race, and all three were subsequently DSQed. Having learned a hard lesson ("Read the board every morning," advises Taylor), they came back with four fairly easy wins to 'ice' the Series. "These boats are a real kick," claimed Taylor. "If I didn't already have a 35, I'd buy one in a minute!"

That about wraps it up for this year's Series. Hopefully, the momentum and good vibes re-established this year will carry forward to '93, when the clan gathers again to celebrate the 30th edition of the Big Boat Series. Thirtieth birthdays can be traumatic, and the Big Boat Series will need all its many friends around for support as it eases into middle age.

See you there!

— latitude/*rkm*

1992 BIG BOAT SERIES RESULTS

	Yacht	Owner/Driver	Design	Yacht Club	1	2	3	4	5	6	Total
ST. FRANCIS (ULDB 70)											
1.	*Mongoose*	Paul Simonsen/John Kostecki	SC 70	St. Francis	.75	.75	3	.75	.75	N/A	6.00
2.	*Taxi Dancer*	Mitch Rouse/Keith Lorence	R/P 68	Long Beach	4	4	2	4	2	N/A	16.00
3.	*Mirage*	Jim Ryley/Skip Allan	SC 70	St. Francis	8	2	4	5	3	N/A	22.00
4.	*Alchemy*	Dick Compton/Jim Yabsley	Andrews 70	Santa Barbara	2	3	5	12D	7	N/A	29.00
5.	*Holua*	B. Quinn/L.J. Edgcomb/R. Haines	SC 70	Monterey Pen.	6	7	8	3	5	N/A	29.00
6.	*Grand Illusion*	Ed McDowell/Rich Matzinger	SC 70	King Harbor	9	8	6	6	6	N/A	35.00
7.	*Kathmandu*	Fred Kirschner/Craig Healy	SC 70	Coronado	7	6	9	7	8	N/A	37.00
8.	*Maverick*	Les Crouch/Ed Lorence	N/M 68	Lahaina	3	12	7	8	9	N/A	39.00
9.	*Evolution*	Brack Duker/Danny Schiff	SC 70	California	12	5	.75	12	12	N/A	41.75
10.	*Victoria*	Mike Campbell/Chris Dickson	Andrews 70	Long Beach	12	12	12	2	4	N/A	42.00
11.	*Blondie*	Peter Tong/Ron Love	SC 70	San Francisco	5	12	12	12	12	N/A	53.00
CITY OF SAN FRANCISCO (SC 50)											
1.	*Gone With The Wind*	Bill LeRoy	SC 50	St. Francis	.75	2	2	2	0.75	3	10.50
2.	*Hana Ho*	Rolfe Croker/Hank Easom	SC 50	San Francisco	6D	.75	.75	.75	2	2	12.25
3.	*Dolphin Dance*	Philippe Kahn/Morgan Larson	SC 50	Santa Cruz	2	6D	3	3	3	.75	17.75
4.	*Emily Carr*	Peter Sou/John Sweeney	SC 50	St. Francis	3	3	4	4	4	4	22.00
5.	*Racy II*	Bill Belmont	SC 50	Golden Gate	4	4	5	5	5	5	28.00
ATLANTIC (IMS - Grand Prix)											
1.	*Cookson's High 5*	David Clarke/Geoff Stagg	Farr 40	New York	.75	.75	.75	2	.75	.75	5.75
2.	*Bullseye*	Bob Garvie/Kimo Worthington	Tripp 40	St. Francis	2	3	2	.75	3	2	12.75
3.	*Miwa*	Hiroshi Kubota/Jack Slattery	Tripp 43	Nagahama	3	2	6D	3	2	3	19.00
4.	*It's OK!*	Lew Berry/Craig Fletcher	Andrews 43	St. Francis	4	4	3	4	4	4	23.00
5.	*Scorpio*	Lon Price/Ken Richards	Wylie 42	Richmond	5	5	6	5	5	5	31.00
KEEFE KILBORN (IMS - Local)											
1.	*Swiftsure*	Sy Kleinman/Mike Rettie	Frers 58	St. Francis	.75	.75	2	2	.75	.75	7.00
2.	*Heart of Gold*	J. & S. Corenman/K. Richards	Schumacher 50	Richmond	2	2	3	.75	2	2	11.75
3.	*High Risk*	Jim Mizell/Ted Wilson	Smith 43	St. Francis	3	3	.75	4	3	3	16.75
4.	*Terminator*	Steve Sundeen/Seadon Wijsen	Peterson 43	Santa Cruz	5	5	4	3	4	4	25.00
5.	*Bang*	Max Gordon/Howie Marion	N/M 42	Encinal	4	4	5	5	5	5	28.00
RICHARD RHEEM (J/44)											
1.	*Gotcha*	L. Amberg/R. Learned/S. Grillon	J/44	King Harbor	.75	2	3	5	.75	.75	12.25
2.	*Marilyn*	Monroe Wingate/Chris Corlett	J/44	St. Francis	2	.75	4	4	2	2	14.75
3.	*Phantom*	Jack & Merliou Clapper	J/44	St. Francis	3	3	2	3	3	3	17.00
4.	*Witchdoctor*	Neil Barth/Robert Burns	J/44	Newport Harbor	5	4	.75	2	4	5	20.75
5.	*Concorde*	Norman Williamson	J/44	Newport Harbor	4	5	5	.75	5	4	23.75
J/35											
1.	*Abba-Zaba Jab*	Larry Harvey	J/35	Alamitos Bay	.75	.75	.75	.75	.75	.75	4.50
2.	*Major Damage*	Dave Wilson/Chris Perkins	J/35	St. Francis	2	3	4	2	3	4	18.00
3.	*Redline*	Bill Fawns/Don Trask	J/35	St. Francis	6	.75	2	5	4	2	19.75
4.	*Diversion*	Jack Hamilton	J/35	Newport Harbor	4	6	3	3	6	5	27.00
5.	*Jarlen*	Bob Bloom/Bob Bergholdt	J/35	St. Francis	5	2	10	8	2	3	30.00
6.	*Esprit*	Charles Kuhn/Tim Russell	J/35	San Francisco	3	5	7	9	8	9	41.00
7.	*Slithergadee*	John Niesley	J/35	St. Francis	8	7	6	11	5	6	43.00
8.	*Equanimity*	Randy Paul	J/35	St. Francis	9	8	8	4	7	10	46.00
9.	*Kiri*	Bob George	J/35	Richmond	11	11	5	6	10	7	50.00
10.	*Pacific Express*	Hal Shenson	J/35	St. Francis	7	9	9	10	9	8	52.00
11.	*Fever*	Barry Danieli	J/35	Richmond	10	10	11	7	12	11	61.00
J/105											
1.	*Zamboni*	Doug Taylor	J/105	Waikiki	7	.75	.75	.75	.75	N/A	10.00
2.	*Bella Rosa*	Dave Tambellini	J/105	St. Francis	2	2	3	3	4	N/A	14.00
3.	*Midnight Express*	Allen Bray/Rick Matthews	J/105	Encinal	7	4	2	4	2	N/A	19.00
4.	*Chuckles*	Chuck Eaton	J/105	St. Francis	.75	3	5	7	7	N/A	22.75
5.	*Jest*	Jim Cascino	J/105	St. Francis	7	7	4	2	3	N/A	23.00
EXPRESS 37											
1.	*Re-Quest*	Glenn Isaacson	Express 37	San Francisco	2	.75	3	3	.75	4	13.50
2.	*Frequent Flyer*	Ted Hall/George Pedrick	Express 37	St. Francis	.75	2	2	2	4	5	15.75
3.	*Ringmaster*	Leigh Brite	Express 37	Richmond	4	4	.75	4	3	2	17.75
4.	*Blade Runner*	Mick Shiens	Express 37	King Harbor	3	5	4	.75	2	7	21.75
5.	*Spindrift V*	Larry & Lynn Wright	Express 37	Richmond	5	3	5	5	7	.75	25.75
6.	*Melange*	Steve & Susan Chamberlin	Express 37	Richmond	6	6	7	6	5	3	33.00
7.	*Free Spirit*	Andy Rothman	Express 37	Richmond	7	7	6	7	6	6	39.00
8.	*G.U.*	B. Griffith/J. Mullen/S. McDonald	Express 37	Tahoe	8	8	8	9	8	9	50.00

JAMMIN'

Why is it, multihull sailors wonder, that whenever one of their favorite craft goes belly up, someone's always there to capture the embarrassing event on film? The recurring image, they contend, reinforces the notion that boats with multiple hulls are somehow less safe than the monohulled variety. Statistically, that theory might be hard to prove.

"Once the hulls went past vertical, everything happened pretty quickly."

What the capsizing in these photos proved had less to do with multihull stability than it did with how far you push a racing machine before something malfunctions. Michael Reppy's new-this-year *Nai'a* ("dolphin" in Hawaiian) was taking part in the September 4 Windjammers Race from San Francisco to Santa Cruz when the four-man crew lost control and the custom 30-footer flipped off Davenport. The crew transferred safely to the Santa Cruz 50 *Chasch Mer*, and *Nai'a* was towed — upside down — to Santa Cruz Harbor and recovered with relatively minor damage.





The rescue in progress aboard 'Chasch Mer'. That's 'Eclipse' in the background.

Reppy, helmsman Mark Rudiger and crew Steve Shidler and Scott Shaffer are all experienced multihull racers. Reppy and Rudiger have each won singlehanded Trans-Atlantic races in multihulls, and Shidler drove his former boat to a win in the multihull TransPac. All agree that, yes, they were pushing *Nai'a* just a little too hard. But given an arbitrary rating equal to that of the 10-foot-longer trimaran *Aotea*, *Nai'a* had to have the pedal to the metal to keep up ratingwise in the 20-knot, 3½-foot-seas conditions.

Reppy says they were hitting between 15 and 18 knots under main and spinnaker in the late afternoon seabreeze, and were just having discussions about reducing sail when the boat rounded up. The rudder, which had displayed a tendency to cavitate on power

PHOTOS COURTESY *CHASCH MER*



'Nai'a' awaiting rescue: "Oh no, they have a camera!"

reaches, lost its grip on the water. So even with sheets fully eased, *Nai'a* kept heading up into the wind. The wind and waves then started pushing her backward, picking up the bows, driving down the sterns and over she went, backwards.

"We were trying to let off the spinnaker halyard," says Rudiger, "but once the hulls went past vertical, everything happened pretty quickly." Mark simply climbed over the aft crossbeam onto the upturned bottom of the boat and didn't even get wet. The other crew members weren't quite as quick or dry. But eventually they all ended up, bronco-rider style, on the main hull.

Help was soon on its way. Another racing yacht, the Santa Cruz-based Schumacher 44 *Eclipse*, was close enough to witness the capsize. They shot off a flare and issued a Mayday over the radio. However, with just their #5 jib up and those huge hiking racks to contend with, the *Eclipse* crew saw they couldn't get close enough to effect a rescue, so they stood by until the SC 50 *Chasch Mer* arrived a few minutes later. By throwing a line with a lifering attached, the *Chasch* crew were able to pull the four sailors aboard with no problems. Reppy and his crew express their gratitude to all the sailors involved in the well-run rescue.

Unfortunately, no one put a lighted marker on the upside-down *Nai'a*, which made the boat something of a navigation hazard in the growing dark, especially considering the rest of the Windjammers fleet still had to transit the area.

Once ashore, Reppy and crew dried off, then headed back out on a salvage boat around midnight. Shortly before daybreak, they found *Nai'a*. By cutting the forestay, they were able to tow the boat upside down with the mast and sails streaming behind. Once at the dock, the trimaran was hoisted



Like most offshore multis, escape hatch under 'Nai'a's main hull would allow access to interior for 'living aboard' in a mid-ocean capsize.

out of the water, flipped rightside-up in midair and put on its trailer. The major loss was the electronics, although there was also damage to the mast, sails and deck area around the mast step. Otherwise, the boat remained structurally sound. Reppy has talked with British designer John Shuttleworth about the rudder problem and is now thinking about putting extra rudders on each of the pontoons.

"In 30,000 miles of cruising multihulls, I've never even lifted the main hull," says Reppy. "*Nai'a* is almost an experimental boat, though, with a tremendous power to weight ratio. We're not promoting this as a boat for the average sailor, because we're on the edge most of the time."

In this case, they went over the edge. Fortunately — as one of the favorite notions

"In 30,000 miles of cruising multihulls, I've never even lifted the main hull."

multihullers like to promote — *Nai'a*'s extreme buoyancy allowed both the boat and her crew to survive to race another day.

— shimon van collie

See The Racing Sheet *for complete Windjammers results.*

1992 MEXICO ONLY

Lunch among friends the other day was an enlightening experience. And we're not talking about the salsa. The party of the first part was a veteran Mexico cruiser. He was, as always, tanned, cheerful and brimming with funny stories of people and boats in *mañana*land. The party of the second part was a pale specimen whose darting eyes reminded us faintly of a hunted animal. The closest he got to humor was an allusion to the birth of his latest daughter. "Be careful what you wish for," he said. "When I was 18, my one wish in life was to live in a house full of girls."

Needless to say, we listened raptly (and enviously) to the cruiser's stories, while trying our best to politely tune out the other guy — until we looked in the mirror adjacent the table and realized the other guy was us.

Then it hit us like a ton of bricks. What our friends had been trying to tell us for months was true. 'CS' — the mind-ravaging Civilization Syndrome — was on the upswing again and now we realized that we had it, and had it bad.

If a similar specimen has been haunting your mirrors — bags under the eyes, milk-bottle body and looking forward to Monday Night Football more than Sunday sailing are some of the danger signs — you only have a little time left if there's any hope for full recovery.

The incubation period for CS starts when someone starts taking life seriously. We think ours began when Ross Perot declared his candidacy — the first time. Anyway, there are only two known cures. Since we're not licensed to dispense pharmaceuticals, we'll give you the 'natural' and more preferable cure: sailing. Your immediate course of action should be to call in sick tomorrow and go sailing. However, a daysail will only put the affliction into temporary remission. The only hope for a true cure is a long, leisurely cruise of at least a month's duration.

May we suggest, oh . . . Mexico?

"Oh sure," you're probably saying about now. "I can't go to Mexico. I don't have a boat", or "I don't have any crew for my boat. Besides there's still so much *work* I have to do."

Have we mentioned there's a denial phase?

But it's funny you should bring up the subject of crewing, because the team of physicians here at the *Latitude* Rehabilitation Center for the Terminally Civilized are right in the middle of perfecting the solution to just that problem: the Mexico Only Crew List. Just follow our prescription and we'll have you out of the rat race and back in the human race quicker than you can say "conference call".

The Mexico Only Crew List now in your hot little hands has become as much a part of the migration south as the transient Canadian, Alaskan and Pacific Northwest cruisers now peppering anchorages around the Bay. With hurricane season ending next month, the Mexican cruising season will start in earnest. And by using the Crew List, even at this late date, you too can join the Class of '92-'93 — for medicinal purposes only, of course.

To refresh your memories (memory loss — another CS symptom), we've been running the Mexico Crew Lists every fall for more than 10 years for the express purpose of matching Mexico-bound crew with Mexico-bound boats. For the past two months, we've published forms that interested folks have filled out and sent in, with the results you see before you. Just for the record, this year's 'entries' represent a slight increase in the number of 'Women Wanting To Crew', balanced by a slight decrease in the number of 'Men Looking For Crew'. All other categories remain about the same as for the last two years.

But one of the beauties of the List is that it doesn't stop with the names listed here. Anyone can use the List to contact potential boats or crew. Yes, we did charge each of those people listed here a small advertising fee, but the only 'cover charge' required for actually using the List is that you read and acknowledge the short disclaimer at the top of the page.

IMPORTANT NOTE: *Latitude 38* offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warranty or recommendation as to the character

Of course, there are many benefits to being listed here if you're really serious about going cruising. For one, lots of people will see these names, and by 'decoding' the information listed alongside, they'll be able to tell instantly your level of sailing experience, other skills and a little about your cruising desires. From there, all it takes is a few phone calls to start getting things roiling.

Since we just mentioned it, we'll use the subject of sailing experience to segue into some Crew List do's and don't's. To wit:

— **Don't** worry if you have little or no experience as crew. Many skippers actually prefer to train crew in their own way of doing things. **Do** worry if your potential skipper has no sailing experience.

— **Don't** make calls before 8 a.m. or after 10 p.m. **Do** have a list of questions written out to help expedite the calls you make or receive. If you anticipate fielding lots of calls (women always receive lots more calls than they make), make copies of your questions and use a fresh sheet for each call. Don't forget to put the caller or callee's name at the top first thing!

— **Don't** get discouraged, even if you go through the whole list of your prospects here and don't find a 'match'. Remember, people not on the list will also be using it, and the Crew List Party is an excellent 'plan B' if the List itself doesn't work out. **Do** call early and often. Remember the early bird.

— Although we can't imagine the scenario, **don't** just agree to go sailing to Mexico with somebody without meeting them or checking out the boat. **Do** plan to meet, look the boat over and do at least a few trial sails with your prospective crew or boat, before departure, and possibly assist in cruise planning or preparation.

— **Don't** use the Crew List as a dating service, *please*. And don't you guys let us hear you're harassing women with such lines as "sex is required", an actual quote. **Do** hang up if you get any such calls. (This is why many women take our advice to list only their first names.)

— Finally, the biggest **Do**: be honest. And **don't** delay. We're burning daylight here.

The other big advantage of being listed on these pages is that you get into the Crew List Party free. Just point your name out to the palace guards (who will have magazines there for the purpose; you don't have to bring your own) and you're in. Everybody else pays $5, and if you know what's good for you, you'll have at least close to exact change. Those palace guards get itchy sword fingers if they have to make change for too many $20 bills.

The functions of the Crew Party are twofold. First and foremost, the Party is there to provide crew and boat owners a neutral setting for getting to know one another, whether it's through a prearranged phone call or just 'cold calling' other Party-goers. (Colored name tags delineate crew looking for boats from skippers looking for crew.) The other purpose is to provide a proper Northern California sendoff for all Mexico-bound boats, be they local or from out of town. If you're headed for Mexico — even if it's not this year — you're invited to come on down and hobnob with the Class of '92-'93.

The 1992 Mexico Crew List Party will take place at the Sausalito Yacht Club (not the Cruising Club as in previous years) on Wednesday, October 7, from 6 to 10 p.m. Please don't come any earlier —

of individuals participating in the Crew List, the condition of their boats or gear, or any sea or weather conditions you might encounter. You must judge those things for yourself.

we set these things up after our regular workday and it takes time.

Sausalito YC is right next to the ferry dock in downtown Sausalito, and parking is convenient whether you come by car or boat. For the former, the pay lot is your best bet (it's like $2 or $3 for a couple hours). Or you could take your chances in the parking lot at Maddens for no money vs. the possibility of getting towed. On-the-street parking is also free after 6 p.m.

Sausalito YC also has mooring balls and a good bit of dockspace for anyone wanting to come by boat. This will be the first time we've actually encouraged Mexico-bound skippers to arrive this way, so we don't know quite what to expect. But it could add a whole new dimension to future Crew List parties to have a few boats in attendance. So please consider this option.

As usual, we'll have some sort of hors d'oeuvres available, and SYC will run a no-host bar. We'll also be giving away a few random T-shirts, *and* selling them for a special one-time-only party price of $10 apiece. Need more information on Party? Call (415) 383-8200.

As a final word on the subject, we're taking our own advice for a change. No, we still haven't replaced those frayed docklines — although we plan to by tomorrow for sure. Or maybe next week. We're talking about the cure for the dreaded CS. As this issue hits the streets, we'll be heading our new shop boat, the Ericson 35 *Good Times II*, down the coast. The plan right now is to do some serious accuracy studies on the boat's name in and around the Channel Islands. From there, who knows. If we do make it to Mexico, come on over and we'll form a CS therapy group or something.

We'll be the ones looking slightly like a hunted animal — but hopefully not for long!

— latitude/jr

WANT TO CREW

MEN WANTING TO CREW IN MEXICO

Hank Delevati, 42, (408) 276-1155, P.O. Box 1002, Campbell, CA 95009 ..... for 1,2,3 / exp 2,3,4 / offers 3,4a.
David Vogel, 38, (801) 771-0535, 2771 N. 1700 E. Layton, UT, 84040 ..... for 1,2,3,4 / exp 2 / offers 2.
George Brewster, 44, (415) 956-4728-wkdys ..... for 1,2,3 / exp 2,3,4 / offers 3.
David Lynch, 40, (415) 731-2025 ..... for 1,3,4 / exp 2,3 / offers 3.
Jann Burner, 48, (415) 331-3071 ..... for 1,2 / exp 2,3,4 / offers 2,4a,5.
Phil Lipetz, 42, (415) 389-9734 ..... for 1,2,3,4 / exp 2 / offers 1.
Mike Sampson, 49, (510) 825-3486 phone/fax .... for 1 / exp 2,3,4 / offers 3-inquire.
Charles Spears, 50, (415) 750-1718 ..... for 1,2,4 / exp 4 / offers 2,4+German.
Steve Bales, 46, (510) 248-3205 ..... for 1,2,3,4 / exp 2 / offers 2,3-inquire.
Kevin O'Connor, 50, (707) 857-3821 ..... for 1,2,3,4 / exp 2,4 / offers 3,4.
Ken Alger, 21, (916) 343-4786, 2712 Pillsbury Rd., Chico, CA 95926-0944 ..... for-flexible / exp 1 / offers 1.
Cliff Shaw, 42, (510) 939-2490 ..... for 1 / exp 2,3 / offers 3.
Jerry Lugert, 50, (702) 532-8031, Box 236, McDermitt, NV 89421 ..... for 1,2 / exp 1,2,3 / offers 2,3,4b,5.
Bill Rodgers, 44, (510) 770-9353 ..... for 1,3 / exp 2 / offers 2.
Dale Jones, 42, w: (916) 868-5798/h: (916) 982-2189...for 1,4 / exp 2,3 / offers 3,4.
Lew Silverstein, 60, (408) 246-8228 ..... for 1,2,3,4 / exp 2,3,4 / offers 3,4a,b.
Robert Murphy, 45, (408) 728-1585 ..... for 1,2,4 / exp 3,4 / offers 3,4.
Dick Newhall, 72, (702) 831-2669, 229 Robin Dr., Incline Vlg, NV 89451 ..... for 1,2,3 / exp 2,3,4 / offers 3.
Marcel Bawick, 23, (510) 372-8973 ..... for 1,2,3,4 / exp 1 / offers 1,4b,1.
Jeff, 42, (415) 546-0121 ..... for 1,2 / exp 2 / offers 2.
Jeff Moore, 50, (408) 985-6457 ..... for 1,2 / exp 1,2 / offers 1,2.
Hugh McDermott, 31, (415) 346-7003 ..... for 1,2,3 / exp 2,3,4 / offers 3.
Greg King, (707) 869-2634, P.O. Box 268 Fulton, CA 95439 ..... for 1,2-inquire / exp 1,2 / offers 1,5.
Miles G. Clayton, 48, w: (408) 242-6316/h: (408) 394-2665, 5200 Coe Ave., #2122 Ft. Ord, CA 93941 ..... for 1,2,3,4 / exp 4 / offers 3 (-spinnaker), 4,5.
Brett Dingerson, 41, (805) 543-0423 ..... for 1,2,3,4 / exp 2,3,4 / offers 3.
Thomas Burnett, 40, h:(415) 960-0533/w: (408) 473-5277 ..... for 1,2,3,4 / exp 2,3,4 / offers 2.
Gerald Johnson, 60, (209) 847-2876, 10931 Eaton Rd., Oakland, CA 95361 ..... for 1,4 / exp 2,3 / offers 2.
Tom Bailey, 19, (510) 283-5888 ..... for 1 / exp 2 / offers 3.
Jim Long, 25, (805) 543-0969, 657 Rancho Dr., San Luis Obispo, CA 93405 ..... for 1,2,3,4 / exp 2,3,4 / offers 2.
Jim Turner, 48, (408) 226-7927 ..... for 1,2,3,4 / exp 3,4 / offers 3,4a,5.
Don Martin, 46, (707) 554-1811 ..... for 1,2,3,4 / exp 2,4 / offers 2,5.
Michael Pelley, 28, h: (510) 484-2440/w: (510) 471-9940 ..... for 1,2,3 / exp 2 / offers 2,5.
Dave Wright, 35, (408) 475-7449 ..... for 1,2,3 / exp 3 / offers 3.
Ray Jacobus, 40, (408) 988-6907 ..... for 1,2,3,4 / exp 2 / offers 2,3-inquire.
Todd Price, 40, (510) 849-2732 ..... for 1,2,4 / exp 2 / offers 2,5.
Art Urbin, 35, (408) 985-2107, P.O. Box 6972, San Jose, CA 95150 ..... for 1,2,3,4 / exp 2,3,4 / offers 3,4a,b.
Dave, 41, (619) 270-9128 ..... for 1,2,4 / exp 2,3 / offers 3.
Joel Waldman, 63, (408) 739-5876, 720-A Blair Ct., Sunnyvale, CA 94087 ..... for 1,2 / exp 2,3,4 / offers 2,4a.
Roger Bohl, 50, (510) 743-1133, Alamo, CA ..... for 1,4 / exp 3,4 / offers 3,4.
Ira Malek, 36, (415) 488-9802, P.O. Box 2475, Mill Valley, CA 94942-2475 ..... for 1,2,3,4 / exp 2,3,4 / offers 2.
Dino Bannon, 23, (915) 542-4782, 47 Kingery Dr., El Paso, TX 79902 ..... for 1,2,3,4 / exp 3,4 / offers 2,4b.
Mark Hoffman, 34, (310) 823-6257 ..... for 1,2-4? / exp 1 / offers 1.

CODE FOR PEOPLE WANTING TO CREW

I WANT TO CREW:

1. For the trip down.
2. While in Mexico.
3. Sea of Cortez Sail Week (Baja Ha Ha)
4. Return trip up Baja.

MY EXPERIENCE IS:

1. Little or none.
2. Bay.
3. Ocean.
4. Foreign cruising.

I CAN OFFER:

1. Few skills, I am a novice sailor.
2. Skills of a normal hand: standing watch, reefing, changing sails.
3. Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems.
4. 'Local knowledge' — a) I have cruised Mexico before; b) I speak Spanish.
5. Companionship.

Rudolph (Rudy) Kirse III, 52, (619) 346-3300, 73-139 Ajo, Palm Desert, CA 92260 ..... for 1,2,3,4 / exp 3,4 / offers 3,4.
Karl Dake, 37, (415) 948-0974 ..... for 1,2,3 / exp 2,3,4 / offers 3,4a,5.
Ronald Goralski, 24, (916) 577-8512 ..... for 1,3,4 / exp 2,3,4 / offers 2,3,5.

1992 MEXICO ONLY

Fred Powell, 50, (408) 464-2461 ..... for 1,2,3,4 / exp 2,3,4 / offers 3.
Mike Brady, 33, (209) 447-1270 or (209) 277-2137 ... for 1,2,3,4 / exp 2,3 / offers 2.
Jim Jester, 50, (510) 229-0619 ..... for 1,3,4 / exp 2,3 / offers 2.
Bill Brugler, 47, (415) 563-0105 ..... for 1,4 / exp 2,3,4 / offers 2,3,4a.
Steve Bales, 46, (510) 248-3205, P.O. Box 1543, Danville, CA 94526 ..... for 1,2,3 / exp 2 / offers 1,2.
Mark Barmettler, 40, (707) 224-7088 ..... for 1 / exp 1 / offers 1.
Jack Spencer, 57, (510) 835-8828 ..... for 1,4 / exp 2 / offers 2,5.
Ted Stuart, 54, (510) 827-9087 ..... for 1 / exp 2-inquire / offers 3 (-spinnaker).
Steve Ott, 42, (916) 541-6887, P.O. Box 18494, So. Lake Tahoe, CA 96151 ..... for 1,3,4 / exp 2,3,4 / offers 2,4a.
Hank Nyhof, 65, (916) 846-2628..... for 1,2,3,4 / exp 2,3,4 / offers 2,3,4-inquire,5.
Walter Coole, 33, (707) 584-4756..... for 1,4 / exp 2,3,4 / offers 3,4a.
Frank LaCombe, 41, (408) 723-9481 ..... for 1,3,4 / exp 2 / offers 2,3,5.
John O. Thomson, 50, (408) 475-8806, Santa Cruz, CA ..... for 1,2 / exp 2,3,4 / offers 2,3,4b.
Marek Zelazkiewicz, 51, (510) 237-5170..... for 1,2,3,4 / exp 2 / offers 2.
Mark Scanlon, 42, h: (602) 282-7212, O: (602) 282-7141, fax: (602) 282-5778 ..... for 1,4 / exp 2 / offers 2,4b.
Mark Joiner, 39, (510) 376-9035 ..... for 1,2,3 / exp 2 / offers 2.
Paul Breen, 24, (510) 486-0892 ..... for 1,2,3,4 / exp 2,3,4 / offers 2.
Matthew Cannon, 22, (415) 948-2727 ..... for 1,2,4 / exp 2 / offers 2.
Earl Fish, 52, (612) 529-0777 ..... for 1,2 / exp 2,3 / offers 2,4.
Robert Rivas, 45, (415) 221-5058 ..... for 2,3 / exp 2,3,4 / offers 4.
Jim Whisenand, 42, (510) 229-1474 ..... for 1,2,3,4 / exp 2,3,4 / offers 3,5.
Roy Gould, 48, (916) 527-3996 ..... for 1,2,4 / exp 1 / offers 2.
Christopher Leary, 45, (215) 232-1671, 2105 Wallace St., Philadelphia, PA 19130 ..... for 1,2,3 / exp 2,3,4 / offers 3,5.
John Burton, 42, (510) 235-2958 ..... for 1 / exp 2 / offers 2.
Bob Clevenger, 48, (415) 543-3434 ..... for 1,2 / exp 2 / offers 2,3,4b,5
Ken Allison, 39, (415) 578-1318 or (415) 341-2331 ..... for 1,2,3,4 / exp 2,3,4 / offers 2,3.

WOMEN WANTING TO CREW IN MEXICO

Elaine Richards, 34, h: (303) 468-1682 / w: 468-2366, P.O. Box 765, Dillon, CO 80435 ..... for 1,2,3,4 / exp 1 / 1,inquire.
Joy Sidon, 40, (415) 479-5238 ..... for 1,2 (to Costa Rica) / exp 2 / offers 2.
Susie, 27, (510) 947-6434 ..... for 1,2,3,4 / exp 2 / offers 2,4b,5-inquire.
Kellie, 23, (503) 686-9823, 325 W. 12th, #7, Eugene, OR 97401 ..... for 1,2,4 / exp 1 / offers 1,5.
Suzana, 40s, (619) 562-0126, 9255 Magnolia Ave., #95, Santee, CA 92071 ..... for 1,2,3,4 / exp 2,3,4 / offers 2,4a,5.
Toni O'Hare, 35, (415) 854-9000 ext. 233/h: (408) 732-6488 ..... for 2,3 / exp 1,2,3 / offers 1,2-inquire,3-spinnaker,4b,5.
Maureen Cameron, 47, General Delivery, El Granada, CA 94018 ..... for 1,2,3,4 / exp 1,3 / offers 1,2-standing watch,5, inquire.
Bonnie McCalla, 35, (707) 224-3032 ..... for 1,2 / exp 2,3 / offers 3,4.
Kim, 34, h: (209) 432-2352/w: (209) 488-4421 ..... for 2,3 / exp 1 / offers 1,5.
Connie Poole, 27, 14424 S.W. Doris Ave., Lake Oswego, OR 97035 ..... for 1,2,4 / exp 2 / offers 1,4b,5.
Jean Jester, 48, (510) 229-0619 ..... for 1,3,4 / exp 2,3 / offers 2.
Barbara, 32, (415) 588-5361, P.O. Box 603, San Bruno, CA 94066 ..... for 1,2,3,4 / exp 2,3 / offers 2,4,5.
Karin Kinsey, 36, h: 526-1081 ..... for 3 / exp 2,3,4 / offers 2,5.
Louise, mid-50s, (510) 865-7593 ..... for 2,3,4 / exp 1 / offers 1,4b,5.
Michele Gigante, 23, (702) 588-6792, P.O. Box 1900, Lake Tahoe Zephyr Cove, NV 89448 ..... for 1,2,3,4 / exp 2 / offers 2,3,4b,5.
Alexis, 44, (408) 737-9333 ..... for 1,2 / exp 2 / offers 2.
Mary, 49, (619) 451-2735 ..... for 1,2,3,4 / exp 2,3,4 / offers 2,4,5.
Kim, 24, (503) 737-1315 (friends ans. mach.) for 2,3,4 / exp 2,3 / offers 2,3-inquire.
Kaki Marshall, 20, (415) 721-7131 ..... for 1,2,3 / exp 3,4 / offers 2,4.
Michelle M., 25, (510) 486-0892 ..... for 1,2,3,4 / exp 1 / offers 1,4,5.
Evelyn, 42, 863-7800 ext. 27 ..... for 2 / exp 2,4 / offers 4a,5.
Barbara, 28, (707) 668-4080 ..... for 1,2,3 / exp 2,3 / offers 2,5.
Nancy, 44, (407) 897-3381 ..... for 1,2,3,4 / exp 4 / offers 1,4.
Linda C., 40, 507-0978 ..... for 1 / exp 1 / offers 5.

COUPLES WANTING TO CREW IN MEXICO

Tom & Diane Dunkelman, 31/27, (415) 744-2395 ..... for 1,2 / exp 2,3 / offer 2,3.
Chris Paulsen & Carol Miehna, 40/35, (707) 762-9265 ..... for 1,2,3 / exp 2,3,4 / offer 3,4.
Terry & Marion Sigel, 49/48, (707) 259-0402 or (707) 226-9868 msg ..... for 1,2 / exp 2 / offer 2.
Bryan, Patricia, Meghan, Patrick (2 kids), (510) 236-9149 ..... for inquire / exp 2,3 / offer 3-inquire.

NEED CREW

MEN LOOKING FOR CREW IN MEXICO

Gary Flatt, 49, P.O. Box 795, South Beach, OR 97366, 38-ft Ingrid Cutter -47' LOA ..... for 1,2 / exp 3 / wants 1,2,3-inquire,5a.
Michael Cunningham, 40, (408) 761-9021, PO Box 100, Moss Landing, CA 95089 36-ft Cascade Cutter ..... for 1,2,3 / exp 1,2,3 / wants 1.
Keith Holmes, 57, (510) 522-3083, Hans Christian 43T ..... for 1,2,inquire / exp 1,2 / wants 1,2,5a.
Bryan Anderson, 60, 331-6234, Hans Christian 41 ..... for 1,2,3,4 / exp 3 / wants 1,2,5a,6.
Russell, 55, (619) 980-1134, San Deigo, Ericson 38 ..... for 1,2,3,4 / exp 1,2,3 / wants 2,5a,6.
Robert Bailey, 45, 331-7018, Sausalito Yacht Harbor, 75-ft Schooner ..... for 1,2 / exp 1,2,3 / wants 1,2,3.
Joe Davis, 45, d: (415) 468-3350, Box 2937, Redwood City, CA 94064, 40-ft Sloop ..... for 2,3 / exp 1,2,3 / wants 1,5a.
Gene Rowan, 49, (209) 239-1544 or (916) 777-5117, 43-ft ..... for 1,2 / exp 3 / wants 2,5c.
Christian Larsen, 43, (707) 763-5000, 4185 Petaluma Blvd., N., Petaluma, CA 94952, 28-ft Sloop ..... for 1,2,3,4 / exp 2 / wants 1,2,3b,4a,5a,6.
Frank Farinos, 62, (707) 557-1389, P.O. Box 1363, Vallejo, CA 94590, Tartan 34, ... for 1,2 / exp 1,3 / wants 2,3.

CODE FOR PEOPLE

LOOKING FOR CREW

I NEED CREW

1. For the trip down.
2. While in Mexico.
3. Sea of Cortez Sail Week (Baja Ha-Ha).
4. Return trip up Baja.

MY EXPERIENCE IS:

1. Bay.
2. Ocean.
3. Foreign cruising.

I AM LOOKING FOR:

1. Enthusiasm — experience is not important.
2. Moderately experienced sailor to share normal crew responsibilities.
3. Experienced cruiser who can a) share navigation and/or mechanical skills; b) who can show me the ropes.
4. 'Local knowledge' — someone who a) has cruised Mexico before; b) speaks Spanish.
5. Companionship: (a) female; (b) male; (c) either.
6. Someone to help me bring boat back up the coast.
7. Someone to help me trailer a boat up/down the coast.

John Herschenrider, 42, (619) 238-8138, P.O. Box 6292, San Diego, CA 92166, Bristol Channel Cutter 28-ft ..... for 1,2,3,4 / exp 3 / wants 1,5a.
Russell Duff, 42, (510) 874-4731, DeLong 45-ft for 1,2,inquire / exp 2 / wants 1,5a.
Carlos Davis, (408) 847-4690/boat: (408) 671-3087, 46-ft Cal II ..... for 1,2 / exp 1,2 / wants 1,2,3.

Dave Lohrey, 40, 48 Peninsula Rd., Belvedere, CA 94920, Swan 59 Sloop ..... for 1,2,3,4 / exp 1,2,3 / wants 1,4,5a.

Dan Collie, 48, (213) 682-1581 or (805) 644-5858 msg, Newport 30 Sloop ..... for 1,2,4 / exp 2 / wants 1.

Ron Kuns, 53, (415) 332-8750, Pearson 36 ..... for 1,2,3 / exp 1,2 / wants 1,2,3,4,5.

Glenn Bulckerood, 47, h: (415) 459-7095 / w: (415) 663-8351, 48-ft Ferro Ketch, ... for 1,4 / exp 1,2 / wants 3,4.

Utkan Salman, 54, (510) 655-8800, 38-ft Custom Peterson One-Ton ..... for 1,2,3 / exp 1,2,3 / wants 2,3a,4a,b,5a.

Larry Langstom, 40, (619) 967-4094, 36-ft Tri ... 1,2,3,4 / exp 3 / wants 1,2,3,4,5,6.

Dave Sheldon, 2804 Canon St., #638, San Diego, CA 92106, 30-ft Sloop ..... for 1,2,3 / exp 1,2,3 / wants 1,2,5a.

Don Roberts, 50, P.O. Box 62381, Sunnyvale, CA 94088-2381, Cascade 36, ... for 1,2,3 / exp 2,3 / wants 1,5a.

Richard Nichols, 62, 1109 S. Plaza Way, Box 257, Flagstaff, AZ 86001, 60-ft Alden Ketch ..... for 2 / exp 1,2,3 / wants 1,5a.

Charles Rockwood, 45, (415) 327-4546, Box 464, Alviso, CA 95002, 50-ft Ketch ..... for 2 / exp 1,2,3 / wants 1,2.

Jeffrey East, 30s, (619) 272-9708, P.O. Box 60136, San Diego, CA 92166, Mod. Islander 29 ..... for 1,2,3 / exp 2 / wants 1,2,4b,5a.

Sam Burns, 46, (415) 853-4173, Irwin 30 ..... for 1,2 / exp 1,2 / wants 2.

Richard, 50+, 1024 Arbutus, Chico, CA 95926, 30-ft Bodega (Farallon/Golden Gate) ..... for 1,2 / exp 1,2 / wants 3,4,5a.

Jerry Cummings, 39, (619) 299-0922, Rawson PH 30...for 1,2 / exp 2,3 / wants 1,2.

Angelo Beorchia, 40, (503) 760-0972, Ericson, 32 ..... for 1 / exp 1,2-some / wants 1,2,5a,c.

Rod Schoenlank, 69, (415) 726-7970, 16 Piller Point Hrbr, Half Moon Bay, CA 94019, Newporter 40 ..... for 1,2 / exp 1,2 / wants 1,5.

Dennis Griswold, 49, (619) 688-9547, Hans Christian 43 ..... for 1,2 / exp 1,2,3 / wants 1,5a.

George, 54, (310) 983-9172, Columbia 26 MKII..for 1,2,3 / exp 1,2,3 / wants 1,2,5a.

Bill Dornisch, 58, Marina De La Paz, La Paz, BCS Mexico, Hardin 44 ..... for 2,3 / exp 1,2,3 / wants 1,2,5,inquire.

Jack Trask, 58, (206) 268-1221, P.O. Box 484, Westport, WA 98595, Coronado 41 ..... for 1,2 / exp 1,2 / wants 2,3.

Dave, 41, (415) 967-3399, 47-ft (well equipped) ..... for 2 (+farther south) / exp 1,2,3 / wants 1,2,3a,5a.

WOMEN LOOKING FOR CREW IN MEXICO

Sandra Smith, 343 Soquel Ave., #113, Santa Cruz, CA 95062 ..... for 1-inquire / wants-inquire.

COUPLES LOOKING FOR CREW IN MEXICO

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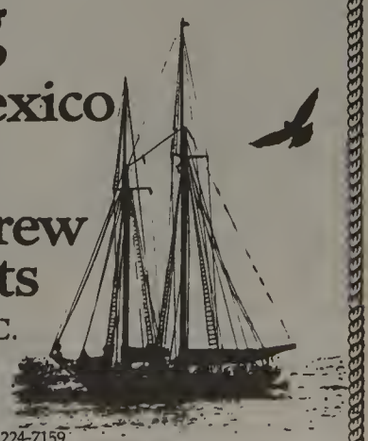
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JAZZ CUP:

Having already done a couple million Windjammer Races and the last two NOODs, we decided it was high time to try something different over Labor Day Weekend. We were burned out on hardball racing after an intense summer season, and suddenly going to the mountains or just sitting at home reading a book seemed like a fine idea. But we'd promised the girlfriend we'd take her sailing at some point before the summer ended, and — to make a long story short — we decided to take our Olson 25 *E-Ticket* on a short cruise in the general direction of the Delta.



COURTESY SUNDANCE

Heavy traffic under the Carquinez Bridge, 'Gateway to the Delta'.

At least that was the original plan. Then we heard about the Jazz Cup. Sponsored by the South Beach and Benicia Yacht Clubs, this 24.5-mile spinnaker run up to the historic, charming little town of Benicia seemed like the perfect way to shake off our end-of-summer blues. Ed Milano and Shirley Temming, owners of another Olson 25 named *Showtime*, had done the first three Jazz Cups and recommended it highly: "It's a 'destination' race with warm weather, good parties, and a two-day jazz festival to hang out at — not to mention that Benicia is right on your way to the cruising grounds!" they enthused. "Frankly, the Jazz Cup beats the hell out of drifting around in the ocean all night or bashing your brains out on the Cityfront all weekend."

The more we thought about it, the more we liked the idea. We were able to convince the girlfriend that the race up would *almost* be like cruising ("We won't yell, we promise!"), and that once the crew got off, it would be just the two of us for a few days. Our enthusiasm for the impending adventure must have been infectious, because soon after the two *Latitude* ad salesmen entered, too, in the new 'shop boat', the Ericson 35 *Good Times II*.

Despite the fact that the Ericson is 10 feet longer than our Olson, the boats rate exactly the same under PHRF: 156. The gauntlet had been thrown, and the first ever on-the-water, boat-for-boat showdown between *Latitude*'s editorial and advertising departments was in the works!

"Just follow us,"

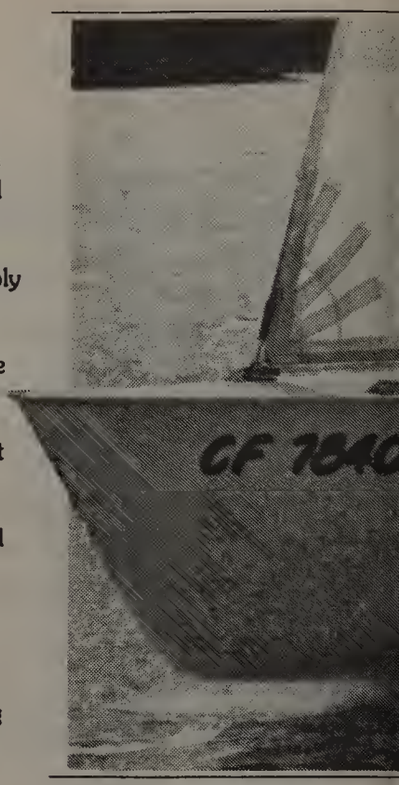
She tried it, she liked it. "Hey, this is easy! When can I go racing again?"

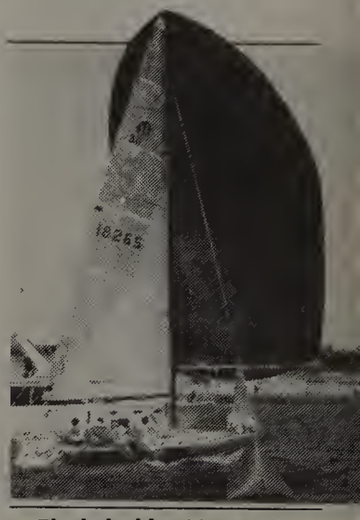


they'd say smugly as we passed in the hall the week before the race. "Why? We'd rather win," we'd reply arrogantly. "Pay attention — we're gonna give you some free sailing lessons," they'd say next time. "Ha, well we just sent Dennis Conner his plane ticket," we'd retort. And so on and so on.

A record 90 boats in six classes answered the starting guns off Treasure Island for the fourth annual Jazz Cup at 10:30 a.m. on Saturday, September 5. The *E-Ticket* was among them, although organized we weren't. In our rush to the starting line, we'd left the Sailing Instructions and the ghetto blaster at the house, as well as our sandwiches in the trunk of a car in Benicia. Fortunately, the important stuff — the half ounce kite, a case of cold beer and a bottle of Myers Rum — had all found their ways below.

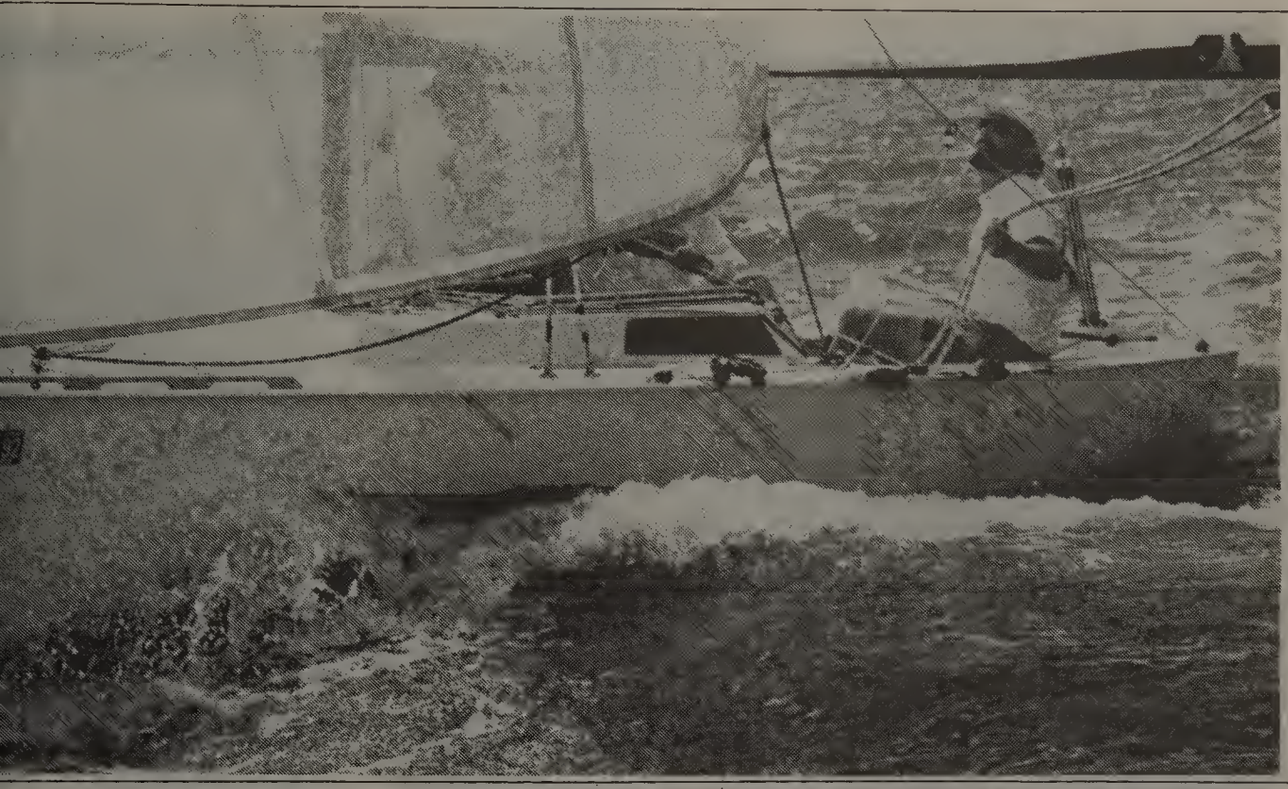
The first division, 22 boats strong, was soon on its way upwind in a 5 knot westerly to the one and only turning mark, about a mile away. When the big boys had cleared the line, we got our first good look at the competition — 16 boats in Division B including two other Olson 25s (*Showtime* and *Macushla*), three of the best North Bay boats (*Freestyle*, *Sunset Strait* and *Cole Train*), and three perennial season champions (*Limelight*, *Chesapeake* and *Windwalker*). Upping the ante in our unofficial 'Publishers' Cup' was the Islander 36 *Juggernaut*, owned and sailed by our friend Bill "National" Parks, editor of *Yachtsman*.





The baby blue Moore 30 'Tango' danced across the finish line first at 3:27.

But where was the *Good Times II*? Our six-person, fully-coed crew eagerly scanned the horizon, but saw no sign of them. "Typical,"



Colin Moore and 'Kwazy' planed by still sporting a see-through 'stealth jib' under their kite.

we thought to ourselves. "The ad guys are late again, just like every deadline." Other musings — such as how editors are generally more intelligent, better looking and morally superior to their advertising counterparts — would have to wait, as the game was about to begin.

The pin end of the line was heavily favored, creating a logjam of boats all vying for the same spot. Pete, our helmsman, calmly maneuvered *E-Ticket* through the mess and miraculously won the start, earning a cocktail to be collected later. Putting the 'side thrusters' on, we defended our position, forcing *Limelight* to sail below us and several other boats to tack away — while we sailed the short beat in clear air with only one tack. Things were so mellow on board that, halfway to the mark, one of the girls asked if we'd started yet.

We rounded the buoy in first and hoisted the half ounce kite on light air strings, immediately sagging towards the Berkeley Flats. Most of our fleet — with the exception of *Sunset Strait* and *Chesapeake* — put their poles on their headstays and reached quickly into the cheap seats behind Angel Island, where the ever-present wind hole and an increasing ebb tide stopped them in their tracks. On *E-Ticket*, we downed a few 'thought cylinders', sat really still and 'went to school' on the stalled-out big boats in front of us. By staying hard right, we ghosted past most of Division A — then, as the southwesterly died and a faint northwesterly filled in, we headstay reached across the dormant fleet to catch the new breeze.

In sailboat racing and life, timing is everything — and ours was perfect that day. Somehow, we locked into that private wind line even as it was receding, and were launched. Six boats — *E-Ticket* and five 'A' players — took off under the San Rafael Bridge, and we didn't just politely shut the door as we left, we *slammed* it. At the Brothers, with no other Division B boats in sight, it was time for a round of Myers and OJs, but unfortunately we'd also forgotten to bring glasses. "No problem," said Joe, our quick-thinking bowman. He went off-watch and re-emerged 10 minutes later with a set of artfully crafted highball glasses made from discarded Tecate cans. "Necessity is the mother of invention," he intoned, or words to that effect.

"Geez, this racing stuff sure is easy, isn't it?" commented the girlfriend, as we toasted our good fortune. "How'd we get so far ahead?" Frankly, we had no idea, but why tell her that? "We meant to do that," we said in our squeakiest Pee Wee Herman voice. The conversation went downhill from there.



Pier pressure off Point San Pablo: 'Windwalker' and 'North Mist'.

JAZZ CUP:



Hugging the right side of San Pablo Bay to stay out of the current, we bottomed-out briefly, but no beers were spilled and no one's nap was interrupted. Just past Point San Pablo, the wind finally filled in and we happily shifted up to the 'Pink Thang', our gaudy 3/4 ounce kite, for the sprint to the finish. The new breeze brought some of our competition a bit closer — but the day was ours, and none of them could come close to catching us.

Most of the multihulls and about half of the ultralights planed past us as the afternoon wore on. Just before the Carquinez Bridge, Colin Moore sailed his Wylie Wabbit *Kwazy* close by for a chat ("Looks like you're winning!.... Yeah, you too!... Nice day, huh?. . . . Yeah, sure is. . . Well, sorry, gotta go!")

Family values: Ken VanStory and the 'Sundance' crew held onto the Jazz Cup.



COURTESY SUNDANCE

before igniting the afterburners and going on to win the race overall for the second time. At breakfast the next day, he shrugged it off, "This course is custom-built for Wabbits. Starting the ultralights last also works to our advantage — you can count on holes where the fleet waits for us."

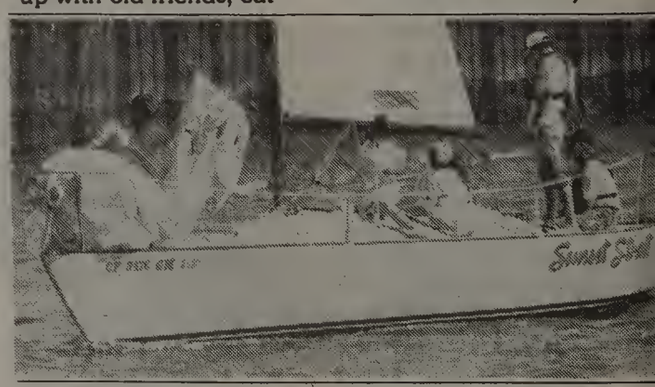
The last few miles from the C&H Sugar Refinery to the finish were exciting, as 20-knot puffs hit seemingly from every direction and boats struggled to stay on their feet. Some of the fleet, lulled into complacency after five hours of light air running, broached wildly as they approached the finish off the Benicia harbor mouth. *Good Times II*, which subsequently we found out had started late but recovered to post a mid-fleet finish, was one of the boats showing a lot of bottom paint in the Straits. "We were pretty out of control," admitted the ad guys, who were even more out of control at the zydeco dance party later that night.

Most of the fleet finished between four and five o'clock in the afternoon, allowing plenty of time to listen to music (we caught a great R&B act in the park at the end of Second Street), catch up with old friends, eat the Cajun-style dinner at Benicia YC and generally relax before the night-time awards ceremony outside the clubhouse.

Tina, 'Latitude's bookkeeper, sailed with the ad guys. Traitor!

Some of the results were a bit off — in fact, the race committee announced initially that Pat Brown's hot new Wilderness 30 *Rascal* had won overall. No

'Sunset Strait' heads for the barn after a glorious sail down San Pablo Bay.





ALL PHOTOS LATITUDE EXCEPT AS NOTED

one, including Brown, believed this, and the committee quickly found its error and awarded overall honors to *Kwazy*.

But in this race, overall honors take a back seat to a different trophy — the Jazz Cup itself, a mounted brass trumpet emblematic of the best performance by a Benicia or South Beach yacht club member.

Thirty-three boats (18 from South Beach and 15 from Benicia) were competing for the trophy, which was bagged by Benicia YC's Ken and Kathy VanStory for the second year in a row. Crewing for the VanStorys on their Catalina 27 *Sundance* were Benicia YC Commodore Susan Garske, Benicia YC board member Lee Parker, Sue Mehl, son Mike VanStory and his friends Melissa Bielby and Mike Miremadi. "Our boat's completely a family affair, a real soap opera!" laughed VanStory, who admitted he was surprised to win after missing his start by more than five minutes. "The hole between Angel Island and the San Rafael Bridge saved us."

The VanStorys' come-from-behind victory marks the fourth consecutive time that Benicia YC has horded the Jazz Cup (previous winners were Don McCown's Santana 30 *Windflower* in '89 and John and Janice Webb's C&C 40 *Invictus* in '90). Naturally, the clean sweep hasn't gone unnoticed by South Beach YC members, who retired to a private barbecue at Glen Cove the next night to plot their revenge. "We're going to win the damned thing one of these times if it kills us!" claimed South Beach YC's Scott Selover, who as race chairman also promised to "keep filing down the rough edges and make this regatta even better next year."

1992 JAZZ CUP RESULTS

DIV. A (0-140) — 1) **Windchaser**, Ericson 35 Mk. II, Dick & Patti Cranor; 2) **Mischief**, Soverel 33, Bill Moore; 3) **Willow**, C&C 44, Dennis Folsom; 4) **Bodacious**, Farr 40, John Clauser; 5) **Warwhoop**, Contessa 33, Chuck & Shelly Hoope. (23 boats)

DIV. B (141-174) — 1) **E-Ticket**, Olson 25, Spooge Syndicate; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Freestyle**, C&C 33, David Jones; 4) **Rattle N'Hum**, Wavelength 24, David Maxwell; 5) **Sunset Strait**, J/24, Kathleen Jones/Bob Neal. (16 boats)

DIV. C (175-191) — 1) **North Mist**, Catalina 30, Jim Aton; 2) **My Way**, Newport 30 Mk. II, Tony Fraga; 3) **Sea Quake**, C&C 29, John Marshall; 4) **Bravada**, Cal 29, Steven Bales; 5) **Rainbow**, Chris Craft, Gordon & Barbara Poole. (16 boats)

DIV. D (191-up) — 1) **Kuda Shuda**, Islander 29, Craig & Chris Page; 2) **Slow Dancer**, San Juan 24, Dennis Beckley; 3) **Sundance**, Catalina 27, Ken & Kathy Van Story; 4) **Skol**, International Folkboat, Michael Connor; 5) **Jenna Lou**, Hunter 27, Daryl Kruschke. (17 boats)

ULTRALIGHT — 1) **Kwazy**, Wylie Wabbit, Colin Moore; 2) **Hare'em Scare'em**, Wylie Wabbit, Zane Working; 3) **Tango**, Moore 30, Rodrigo Leon. (9 boats)

F-27 — 1) **Bad Boy**, Helm/Green/Ropers; 2) **Threesome**, Alan Bikle; 3) **Three Play**, Rob Watson. (8 boats)

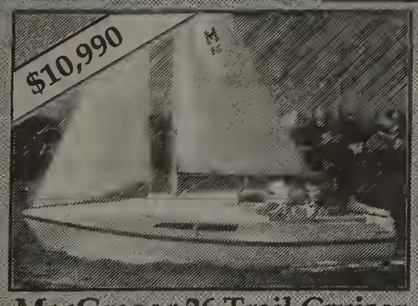
OVERALL — 1) **Kwazy**; 2) **Kuda Shuda**; 3) **Windchaser**; 4) **Hare'em Scare'em**; 5) **Tango**; 6) **E-Ticket**; 7) **Slow Dancer**; 8) **Tulawemia**; 9) **Sundance**; 10) **Skol**. (90 boats)

Actually, we're not sure how they could make this casual, low-key event much better — other than maybe some free beer or a volleyball tournament afterwards. It works just fine the way it is, so why fix it? For us personally, it was a perfect weekend: we won our division, we humbled the ad guys (who lamely still insist they would have beaten us had they started on time) and then got so relaxed at the jazz festival that — well, we spent the whole weekend tied to the dock instead of exploring sloughs in the Delta.

"Maybe next summer," we told the girlfriend. She rolled her eyes and announced that she didn't really believe us, and that she doubted we'd ever get to the Delta. To be honest, she's probably right — if we keep discovering races as much fun as the Jazz Cup, who's got time to go cruising?

— latitude/rkm

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MAX EBB

There's something strangely sensuous about pulling open a 60-inch-wide drawer and sliding out a brand new nautical chart. Maybe it's the smell of the paper they use. Or the miles of open water that it represents. It may also have something to do with the contrast between the pristine new chart and the ratty old one sitting in the nav station, mutilated by a season or two or three of sea water stains, random folds, and smudgy pencil marks. Like the 'tabula rasa' from philosophy class, a new chart represents a 'clean slate' — a fresh start.

"Max, you don't actually *roll* your charts, do you?"

So I like buying new charts, and even at $13 a copy I usually buy every chart that could possibly apply to any trip up or down the coast. It's almost a ritualized, religious experience. I walk over to the chart case in the chandlery, open a drawer at random, and admire the first chart I find there like a work of art. Then I get serious and start rummaging around for the ones I need.

That's why I was gazing at a wonderfully complex chart of Vancouver Island when a female voice startled me from behind.

"Going somewhere, Max?"

It was Lee Helm, naval architecture graduate student and sometimes navigator on my boat for local ocean races. That is, when I can tear her away from the ultralight she really prefers to sail on.



"Well, yes," I answered, "but not far; just down the coast for a long weekend."

"You need 18680, 'Point Sur to San Francisco'," she said. She closed the drawer I was staring into, opened another one after a quick consultation with the key chart (which I had never noticed before), and pulled out a very new, very crisp chart from under a pile of local Bay charts.

"Love that smell," I commented.

"It's the ink they use," she said. "The ink naturally has an acrid smell, but I think they put some kind of scent in to neutralize that."

"Great!" I moaned. "As if the perfume ads in the magazines aren't bad enough, now we get perfumed charts."

"Chill out, Max. You said you liked it a second ago!"

"All right, I can handle it. Besides, one good wave down the hatch and this will be another piece of old wrinkled paper," I said as I started to roll up the chart.

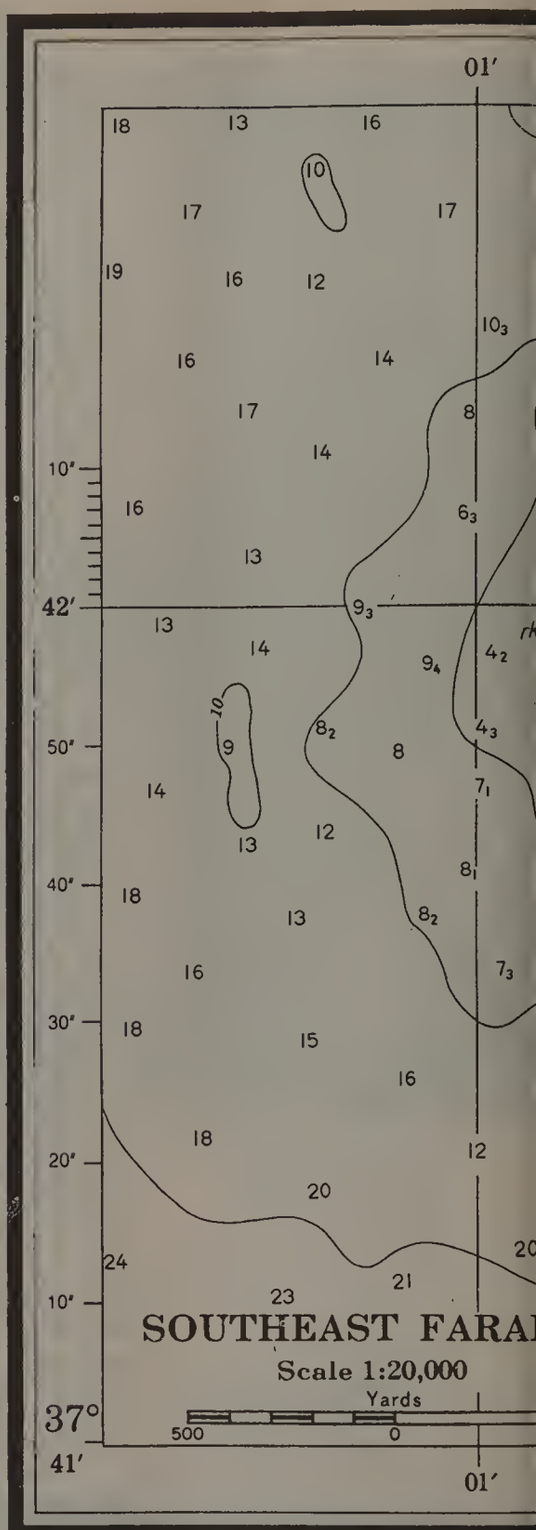
"Max," said Lee, pretending to be disturbed over something. "You don't actually *roll* your charts, do you?"

"Doesn't everybody?" I answered. "How else am I supposed to get them home?"

"Like, how big is the chart table on your boat?"

"Only about yay by yay," I gestured with my hands. "And I know this chart won't fit on it without folding."

"So why roll it now when you're going to fold it later?"

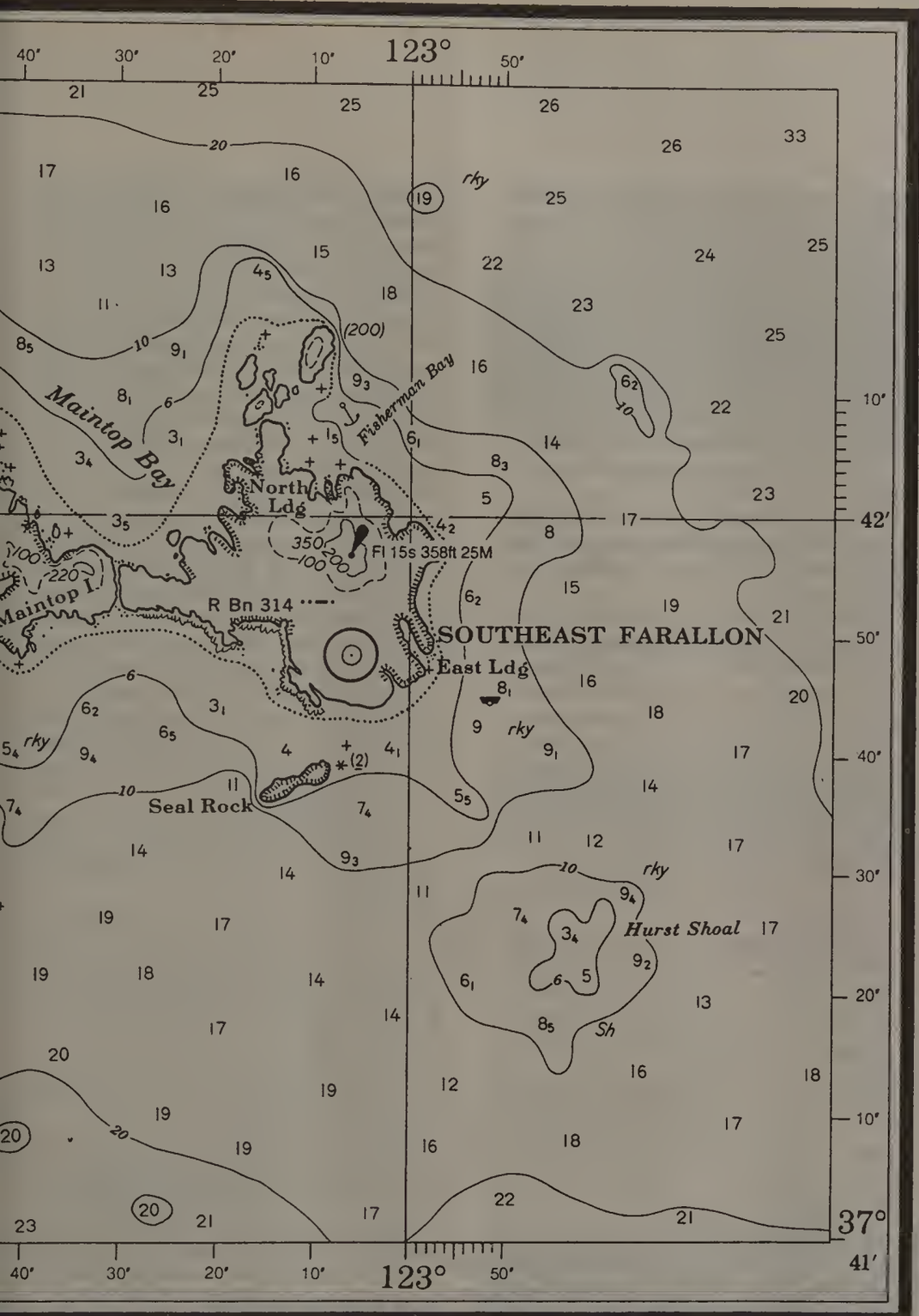


I had never thought this would be important.

"Let's fold it now — mo betta to keep the curl out of it," she said as she spread the chart out over the display of course plotters on top of the chart case and folded it down the middle in one direction, and then in half again in the other direction.

"And there's more room and more time to do it properly here in the store than there will be at your nav station." She finished by folding it a third time. "Three folds, eight sheets thick, 11 by 17 size, with the chart name showing on the outside — there you are!"

"I better get a new Bay chart also," I remarked.



Above, chart inset of Southeast Farallon Island still shows unusable seconds in its margin. Left, Max's new triangle with 'tick strips' attached.

"18649, 'San Francisco Entrance'," said Lee, pulling out the chart of the Central Bay and approaches, and then folding it in about the same way.

"I'm surprised you don't do a fanfold, like an architectural drawing," I remarked. "Surely you've worked in a design office long enough to know the right way to fold plans, haven't you?"

"I would, except there's a major flaw in the way the charts are designed, in my opinion."

"What's that?"

"I mean, this isn't a big problem on a commercial vessel, which generally has a big enough chart table to spread out the whole chart with room left over. But sailors work on these tiny excuses for chart tables, and sometimes even on their laps, more like airplane pilots. A lot could be learned from the way the aero charts are set up."

"But what's the problem with working from a folded chart?" I asked again.

"It was fine up until Loran, Satnav and GPS became consumer products. Before that, nobody cared about latitude and longitude for coastal navigation. But now 'lat' and 'long' are almost all you think about. I mean, the first thing that virtually every yacht navigator worth their scopolamine does at the beginning of a trip is input the latitude and longitude of the critical waypoints into their navigation instruments."

She walked over to another display and picked up a pair of parallel rules and a pair of dividers.

"Find the latitude and longitude of Pigeon Point Light, for example."

"That's no problem," I said as I took the chart and the instruments from Lee.

Despite the course plotters displayed on top of the chart case I was able to find a flat enough surface to work on. I aligned the parallel rules with a horizontal line on the chart, and slid one side up to the specified lighthouse. The other end didn't reach the latitude scale on the right edge of the chart, of course, but Lee was ready with a mechanical pencil for me. I marked the spot, repeated the process a little further to the right, and read off the latitude.

"Hmm . . . 10, 11 . . . 37 degrees, 11 minutes north, by . . ."

The closest longitude scale, on the top of the chart, was folded underneath, and I didn't have enough of a clear flat surface to work with the chart unfolded.

"Now I know why I don't fold my charts til I'm on the boat!" I said. "I usually take off all the positions on the kitchen table at home, then fold them up for the trip."

"Or you could use the dividers instead of the parallels," she pointed out.

I saw that I could just set the dividers for the distance from a vertical line on the chart, then flip it over to where I had a longitude scale, and then read off the longitude. I fumbled with the dividers, which were a bit springy and wouldn't stay at exactly the setting I wanted them.

"Actually, a 'tick-strip', or two marks on the edge of a sheet of paper, is faster and more accurate than dividers. The only reason to use dividers is because they look cool."

"122 degrees, 22.5 minutes," I finally said.

"See how inconvenient they make it?" said Lee. "What I always do is cut out a section of the lat/long scales from the margins, and make myself two little rulers. Sometimes I even tape them to a triangle. I also write labels on the meridians and parallels in the area of the chart I'll be working on. Then I can read off lats and longs almost instantly."

"So all you're saying is that the scales should be repeated in the middle of the chart for navigators with small chart tables. That's not a big deal, is it?"

"It gets worse. Try getting the coordinates of, say, the west end of the Richmond breakwater."

MAX EBB

I unfolded the new Bay chart to the right panel, set the dividers, and then moved over to the latitude scale on the right edge of the chart.

"Um, we have a problem here . . ."

There was a fine scale from 50 minutes to 51 minutes, but there were no marks, at least no marks that made sense, between 54 and 55 minutes, where I had to measure. I thought for a second.

"Ah! No problem," I said as I left the upper point of the dividers in place, and moved the lower point to the mark for 54 minutes.

"Now this distance is the amount above 54 minutes."

I moved down so the lower point of the dividers was now at the 50 minute mark, where the scale start. But to my dismay I discovered that the chart was calibrated in minutes and seconds of arc, not minutes and tenths.

"That would have been easier and quicker with a tick-strip and a pencil," Lee noted. "But the real problem is that these charts are completely oblivious to the fact that people really do have to measure off latitudes and longitudes for waypoints, and enter them in degrees and *decimal* minutes in nearly all cases."

"Okay, we have about 13 seconds of latitude, which rounds out to . . ." (I divided by 60 in my head) "two-tenths of a minute."

"Good!" said Lee.

But meanwhile, I had forgotten how many whole minutes I had to add to the two-tenths. So I went back and reset the dividers, measured 54 minutes again, and announced that the latitude of the end of the Richmond breakwater was 37 degrees, 50.2 minutes.

"What were they thinking when they designed these charts?" I said, now in agreement with Lee's criticism.

"Whatever it was, they thought it like a hundred years ago," she remarked. "Even 20 years ago, it was rare for anyone to even think about using lat or long for piloting inside the Bay."

"You're right about that," I said. "Except for maybe plotting something from the Light List, I never had to do this when I was learning coastal navigation."

"There's a major flaw in the way charts are designed."

"Like I said," Lee continued, "the charts are poorly designed for the way they're used. I mean, why not just have a little box in one corner, with a list of all the navigation aids and the lat/long of each one tabulated? It would save an awful lot of time getting accurate waypoints into the GPS."

"Isn't that information all in the Light List?"

"Give me a break! Do you lug a Light List around with your chart? And when's the last time you ever tried to find something quickly in the Light List?"

"Not since a very long time ago, Lee," I laughed. "But there's one problem with listing the positions of all the lights and buoys on the chart: So many of them have the same number! Why, I can remember back on Long Island Sound, it wasn't unusual for someone to be lost in fog — it was always a powerboat, of course — and call the Coast Guard for help. This was before VHF — and before you were born, Lee — and yachts had AM sets with 50-mile range."

"And the Coasties would ask for a position, right?"

"Right, and the lost boat would invariably say 'I'm right next to nun buoy number two,' which put them in any one of about 85 locations within radio range."

"The buoy numbering scheme is also archaic, for sure," agreed Lee. "When you think about it, it would be worth using two or even three-digit numbers in order to have a unique description for each buoy in any particular region. Then the table of positions would be simple."

"Also bridge clearances, while they're at it," I said. "Some charts have some of the clearances, some don't. But I especially need the lower spans of the causeway sections of the bridges on the Bay, so I can know how close I can cut the corners."

"Okay Max, I'll add that to the list."

CHART UPDATE IDEAS

1) Change scales to degrees-minutes-tenths (instead of degrees-minutes-seconds)
2) Lat/long scales through the middle of the chart
3) Tabulate lat/longs of nav aids
4) Better numbering system for nav aids
3) Tabulate all bridge clearances
4) Larger print for nav aid characteristics
5) Fewer Loran TD lines - list TD's as nav aids instead

"And more compass roses, as long as you're making a list. There are times when, working from a folded chart, I don't have one available for my parallels."

"A good course plotter doesn't need a compass rose, Max. Besides, if you ever have to plot a course on something that isn't really a chart, like a course sheet that's part of race instructions for a race, or a chart inset in a cruising guide, you won't have a compass rose anyway. But like, make sure north is at the top!"

I looked at my small-scale chart of the coast again, thinking about my trip.

"See how you like this one." Lee said as she handed me a tolerably simple course plotter with one moving arm and a compass rose built in. "Put the arm along your course, then line up the square edges of the compass rose part with the grid lines on the chart."

I followed instructions, and Lee told me to read against the magnetic variation to get the course. But it was hard to read one scale against another scale, instead of against a pointer or cross-hair.

"I can't do that either," she finally said. "So I always, like, tape a little piece of paper with a big arrow right at 16 degrees east variation."

But there was another problem. The course didn't make sense, and I realized that I had lined up the square part of the instrument with some of the Loran lines of position, instead of with the latitude and longitude grid.

"How many more years are they going to keep putting those damn Loran lines on the charts?" I asked.

"Till they get a clue," Lee conjectured. "But there is some justification, actually. The TD's are based on actual measured time differences, and they're more accurate than using the lat/long position calculated by the Loran, at least until it's been calibrated for local propagation errors."

"Well, there was a brief period in the '70s when I used those lines. But I never expect to use them again."

"Nobody ever plans to use them again," Lee confirmed. "It might make sense to include Loran time difference readings in the table of positions for nav aids, though. That way you could still find a buoy with maximum accuracy in an emergency, or use the buoy position to dial in the right correction for propagation error."

"Sure would be nice to see those clean charts without them again," I reminisced. "Also that yellow sand-colored land. Remember those charts? They used a nice

bright yellow for the land instead of the dingy grey they use now. Made you think of a sandy beach in sunlight."

"Never seen a chart like that, Max."

"And the buoys used to be black. Much easier to see against a blue horizon than this green color they changed them to."

"I do remember the black buoys," said Lee. "And it's also been demonstrated that they were easier to see. That change, and I'd guess the change in chart color too, was mandated by international conventions. Watch for metric soundings in the next few years."

"I guess it's a moot point anyway, about the buoy colors," I sighed. "With GPS destined to be so cheap that every bicycle will be equipped with one in a few years, what's the point of maintaining floating navigational aids?

"The only thing that may save us there is that the cost of maintaining a floating aid is actually dropping. The new buoy tenders have much smaller crews, and some of the hardware is more efficient and needs servicing less often. I'm told there's no plan to phase out any floating aids systems, but some areas could go to what they call 'austere' buoyage if absolutely necessary."

There was one more chart I needed, the detail of the harbor I was going to. It was an inset on another small-scale chart, but I had to have it. We dug it out and Lee folded it like the others, this time making sure the inset ended up on top.

"I'll probably have to use this one at 2 in the morning," I said. "Must remember to bring my magnifying glass."

"For sure. That looks like about 6-point type they use. When you think about how little information — and space — is given about buoy characteristics, there's no good reason why it couldn't be in much larger type. Of course," she added hastily, "it's not me that has trouble reading that stuff at night."

"Well, I do sometimes. I've even given up on that salty-looking red light over the chart table. I need the bright white light to make anything out of a chart at night."

Meanwhile, another customer came over to the chart department, and picked up one of the "small craft" series of charts, the one with three sheets folded up into a cover, covering the entire Bay all the way up to Antioch.

"What about those?" I asked Lee. "Do you like the way they're designed?"

"They get better marks for latitude and longitude scales," she allowed. But they almost never align the charts north-south, and that can lead to some errors if you're not careful. And I still don't like the way they fold them. So I take them apart, fold each sheet my way, and use them separately."

"That would also make it seem much more like three charts for the price of one!" I said.

"You people finding what you need?" asked the manager of the store, trying hard to sound courteous even though we had taken apart half his store finding toys to play with.

"Yes, thanks," I grinned. "Just buying a few charts."

— max ebb

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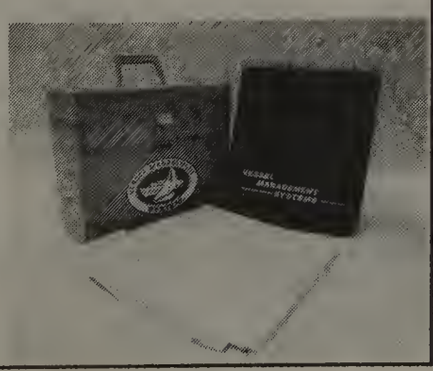
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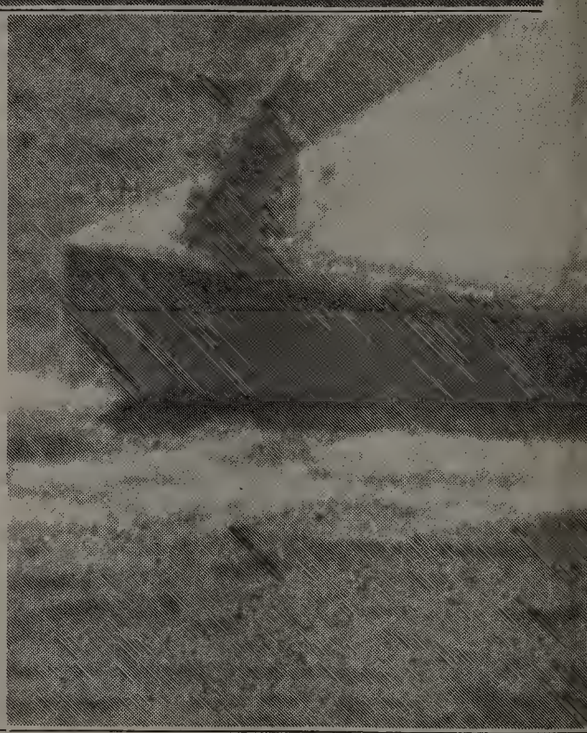
CRASHING

The Big Boat Series has always been a lot of things to a lot of people — rite of passage, gathering of the clans, premier regatta — and of course one of the best parties of the year. A particular landmark of this year's Series was the biggest fleet of 70-rater sleds ever assembled on the Bay. Well, at least for a few hours. For as you can see by the photos on these pages, in all likelihood, the 1992 BBS will *best* be remembered in years to come as the 'Big Bang Series'. No, there were no horrendous broaches, no rig-



tumbling gales, and only the usual bruises and lacerations to crew. But this year, boats did seem to spend an inordinate amount of time running into either the bottom or each other. The former was understandable: flood tides caused the various Cityfront classes to beat to weather only a stone's throw — and we're talking small stones — from the seawall. It made for some spectacular shoreside viewing and, as you can see, some spectacular photo ops.

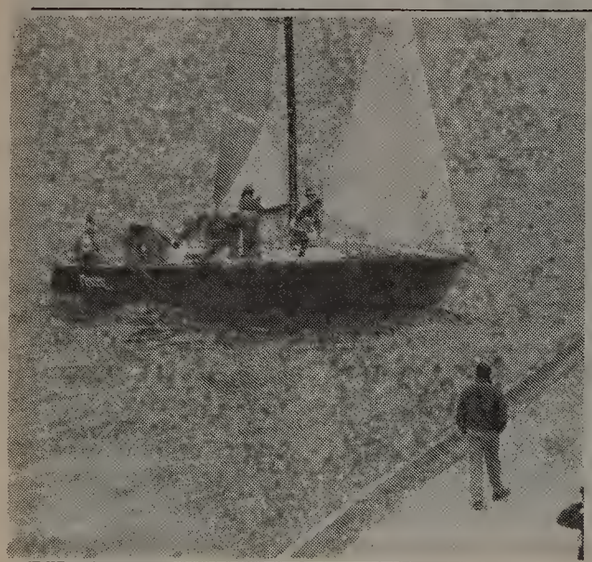
Interestingly enough, all the on-the-water photos on these two pages were taken by our fearless leader, who chose *not* to go out on the media boat that day. Instead, for reasons even he can't fully explain, he thought it would be fun to watch from the breakwater with his kids. He wasn't even going to take a camera — his being in the shop after a recent dunking — but ended up borrowing one at the last minute. In typical Midas fashion, however, he was in the right place and right time to record a couple of the most dramatic crunch sequences taken all year.



THE SHOT HEARD 'ROUND THE BAY

The sequence above and to the right finds 'Maverick' (dark hull) trying unsuccessfully to duck 'Blondie'. The result, as one sailor put it, "is how to make a Santa Cruz 70 into a Santa Cruz 50 in one easy step." The photo above shows the moment of impact as the two boats come together in a bang easily heard a couple hundred yards away on shore. The tip of the red boat's aluminum bow pierced all the way to mid-cockpit before it stopped. The large photo at right shows the boats locked together and spinning from the force of the impact.

Above right, Randy Smith peers through 'Blondie's wound. As jib trimmer, he was in the ideal — and scariest — spot to see the impending collision. "When I saw their bow guy break into a full sprint for the back of the boat, I knew it was time to head for the high side," he says.

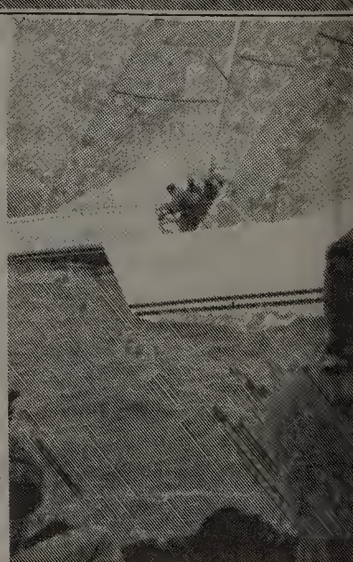


EAT A BEACH

Another moment of impact found 'Evolution' (right) shuddering to a halt off the end of the San Francisco Marina jetty. In the first photo, heads are just starting to turn toward the noise of the grounding, which was also plainly audible from our perspective on the rocks. Despite considerable crew and engine gyrations, 'Evolution's crew were unable to extricate themselves. A passing motorboat finally provided the necessary oomph to pull the big boat free (far right).

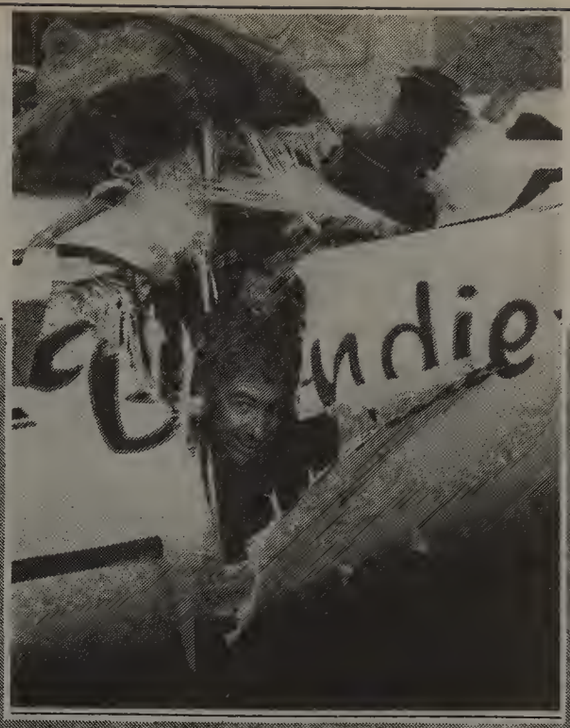
While it was first thought that 'Evo' hit Irv's Rock, it was later theoried that they probably just fetched up on the Riviera — the sandbar-cum-beach that's bloomed up around the jetty entrance this year. And they weren't the only ones. Earlier in the day, the J/35 'Esprit' bounced her way through the same area. Later in the day, 'Taxi Dancer' sailed out of a minor grounding just east of the St. Francis, and about an hour after that, the J/35 'Fever' (left) crunched to a halt only a few feet from the seawall in almost the exact same spot.

And those are just the groundings we <u>know</u> about.



THE PARTY

ALL PHOTOS LATITUDE 38







*This month's entire **World of Chartering** section is devoted to chartering in the **Caribbean**, widely considered the world's premiere chartering region.*

Complete Companion To Caribbean Charters

The way we see it, there's only one redeeming aspect of winter. It's not the 49er games, the turning of the colors, Christmas or any of that stuff. No, winter's sole redeeming quality is that it's the perfect time for a charter in the Caribbean. If you've been there you know what we mean; if you haven't, you've got a real treat coming.

The Caribbean is the most popular charter area in the world by an overwhelming margin — and has been for as long as the industry has existed. And it's not just Americans fleeing from the winter snows and slush of the Northeast and the Midwest who enjoy it. Although it varies by island, you get huge numbers of French, lots of English, half of Canada and increasing numbers of Germans, Swedes, Italians and Spaniards. It's the international winter playground for those who'd rather not spend their winter vacation bundled up on a freezing mountain with two sticks bound to their feet.

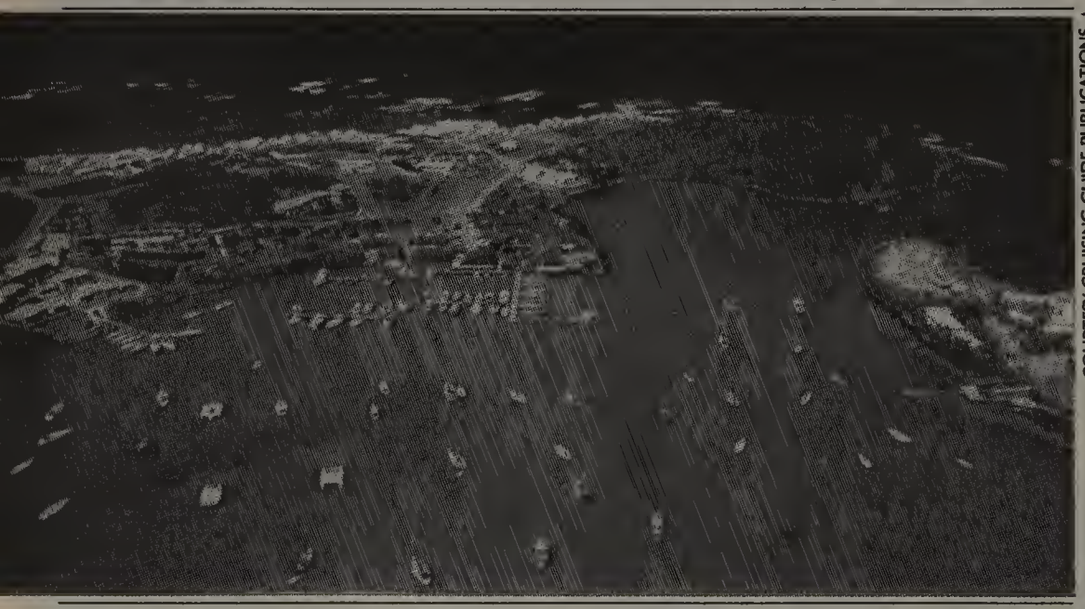
The attractions of the Caribbean vibrate from almost every travel poster: warm sun, clear water, white beach, wacky rum drink and a young woman prancing around in dental floss. As if that weren't enough, it's hard to find newspapers and even harder to find a telephone — which means you're cut off from the rest of the world. But let's be honest, the more we're cut off from the rest of the world these days, the better we feel.

For those with an inclination to sail, the Caribbean has even more to offer. The easterly trades are incredibly reliable, almost always blowing at between 10 and 25 knots. The majority of sailing is reaching done in the flat water lee of islands or within the smooth confines of the Sir Francis Drake Channel. For those who seek a little more adventure, there's spirited sailing in the channels between islands. Navigation is virtually always line-of-sight and the few hazards are well charted.

The Caribbean is also a magnet for the most magnificent yachts in the world. It's a spectacular nautical show with great yachts in their natural element.

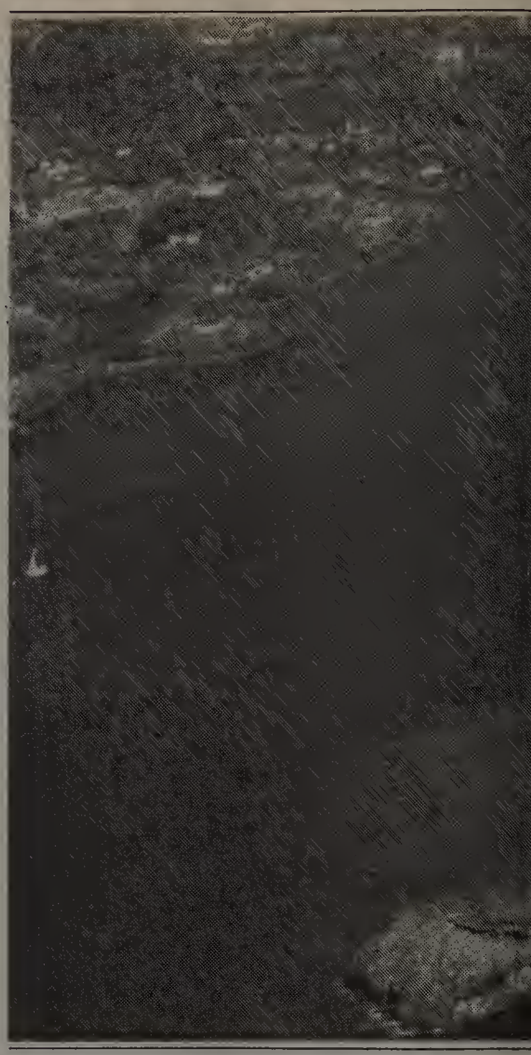
The Four Basic Areas

'The Caribbean', as sailors refer to it, is the 450-mile crescent from Puerto Rico in the northwest, to Grenada in the southeast. While there is spectacular sailing and great attractions all along this crescent, for practical purposes we break the 'the Caribbean' up into four distinct charter areas:



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San Martin's Oyster Pond is a favorite anchorage and charter base for shallow draft boats.



The Virgin Islands — The Caribbean is the most popular charter region of the world, and the Virgins — U.S. and British — are the most popular charter grounds within the Caribbean. It's a first-timers paradise, as the whole area seems to have been designed with novice or casual charterers in mind. The islands are seldom more than a mile or two apart, and since they surround the Drake Channel, it's almost all flat-water sailing. There are anchorages everywhere, many of which have mooring buoys to, 1) protect the coral, and 2) make it easy on those with little experience anchoring. And if you have a problem, the major charter outfits all have rescue boats that can be at your side in half an hour.

The 'don't miss' spots include Foxy's, the Caves at Norman Island, the Baths, North Sound and the beaches on the north shore of St. John. But there are so many more good things to see and do, you could easily spend two weeks enjoying the area.

The locals in the U.S. and British Virgins both speak English, but it's not a dialect you've ever heard. A couple of the officials are officious, but most aren't too bad. The people in the British Virgins are very friendly, those in the U.S. Virgins can be less so.

The worst thing about chartering in the Virgins? It's so darn popular that the anchorages and restaurants can get crowded — especially during Christmas and Easter.



COURTESY CRUISING GUIDE PUBLICATIONS

American soldiers died to keep Grenada free. It's only appropriate that you enjoy some of its beautiful anchorages.

The area is not known for particularly good or inexpensive food, so we'd recommend doing most of your own cooking. But these are small concessions to have to make for spectacularly relaxing sailing in beautiful waters.

There are several large charter outfits based in the Virgins and a whole lot more smaller ones. Air service from the West Coast to St. Thomas is excellent.

Anguilla / St. Martin / St. Barts — In recent years, St. Martin has been the booming charter base in the Caribbean. This is partly because the French offer tremendous tax advantages to those who invest in charter boats, but also because it's a great place to have fun. Half Dutch and half French, St. Martin is booming with fancy new resort hotels, marinas, restaurants and casinos being built at a wicked pace. The food on the French side can be superb. The sailing around St. Martin is good, and there are some fine anchorages, but sometimes they are exposed to the swell.

Just five miles away, lightly developed and quiet Anguilla is the antithesis of St. Martin. Road Bay is a pleasant anchorage, especially on Sunday nights when everyone gathers at Johnny O's on the beach for live music. Prickly Pear Cays offer some of the best snorkeling in the Caribbean, especially since six old ships were deliberately sunk to serve as fish refuges. Sandy Cay, the archetypal palm covered bit of sand in the middle of the ocean, is also worth a visit.

It's a 20-mile close reach from Anguilla to the Wanderer's vision of paradise, St. Barts. Although there are only 3,000 people on this crazy little French island at the height of the season, it supports perhaps 25 superb restaurants, most of them French, all of them very expensive. So make your own food or survive on *jambon y fromage* sandwiches ($2.50) for lunch and dinners at the original Cheeseburgers in Paradise ($7.50 with fries).

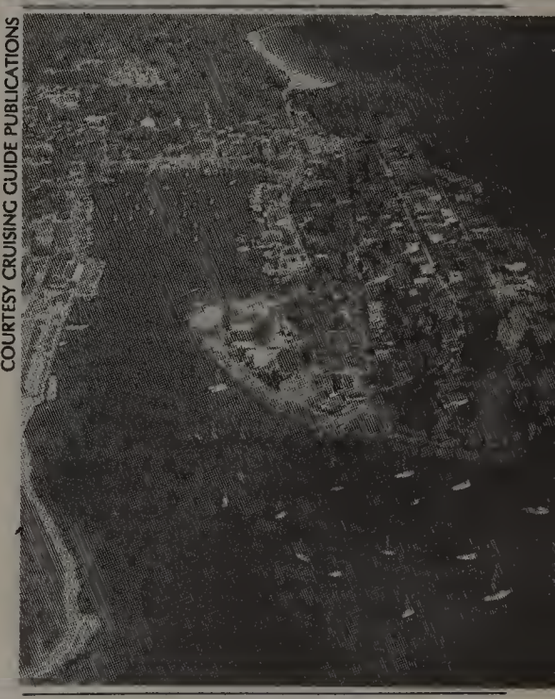
Everything on St. Barts, from the whimsical little airport to the authentic little Caribbean homes, is stylish and clean. People-watching is the favorite island sport, facilitated by the fact that everyone must pass the Le Select bar several times a day. There are a number of superb beaches, and you can choose from those with waves or without, with swimming suits or without. The only crime on St. Barts is to be narrow-minded. Don't miss the hike from Columbie to Flamands, the *moules* at La Marine on Thursday nights or gawking at the ultra yachts that stern-to at the quay.

Compared with the Virgins, the French officials are happy and oh-so-easy to get along with. There are several large charter bases in St. Martin from which to start your adventure. Airline connections from between San Francisco and St. Martin are excellent.

Antigua — While Antigua boasts about her 365 beaches, her real attractions are historic English Harbor and sensational flat-water sailing on her leeward side. Imagine creaming along at 8 knots and looking over the side to see the bottom 30 feet down — and you'll begin to get the idea. Nearby Barbuda is unspoiled, seldom-visited and spectacular for nature lovers. It's also off-limits to some charterboats, as coral heads and reefs surround her. It's also only about 60 miles south to Les Saintes, another great little Frenchy hideaway.

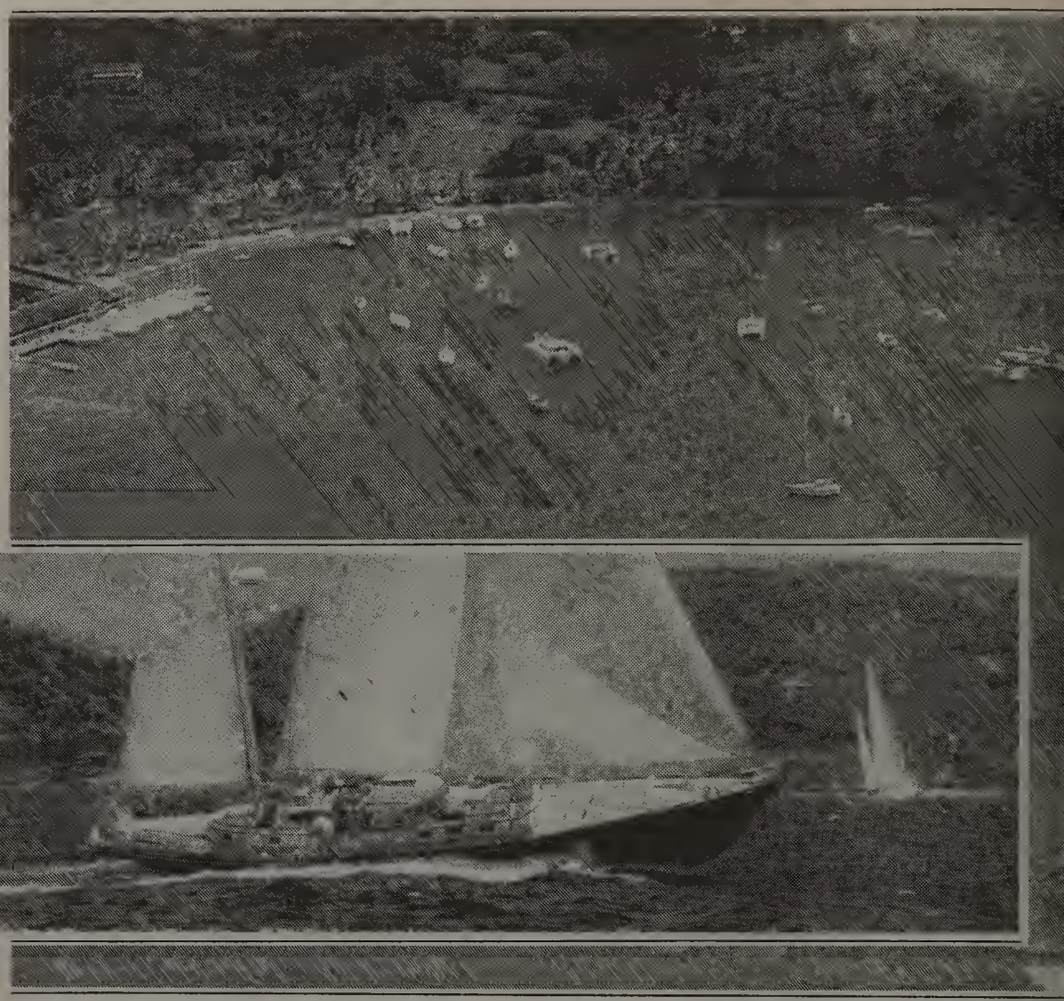
Antigua is most attractive as a charter destination near the end of April when they have the Classic Regatta followed by the biggest and wildest international regatta in the world, Antigua Sailing Week. You're not a real sailor until your liver has survived that one.

Like most islands that have been dominated by the English, Antigua is not renowned for its cuisine. Do not miss Sunday nights at Shirley Heights, where everybody gathers for the sunset, the steel drum band



COURTESY CRUISING GUIDE PUBLICATIONS

If you've lived a good life, you go here when you die: Gustavia, St. Barts.



Great inter-island sailing (inset) brings you to places like St. Vincent's Blue Lagoon (spread).

and the BBQ. It's one of the Wanderer's favorite activities in the Caribbean.

Antigua has several large bareboat outfits, but it's also the crewed charterboat capital of the Caribbean. The air service between San Francisco and Antigua is good.

St. Lucia to Grenada — 'Down Island' is less developed, and except for a few resorts, much less sophisticated than the islands to the north. Thus it's perfect for those seeking a little more adventure. It's not the right call for those seeking bright lights, glamour and culture.

The prime area in this 120-mile stretch is the Grenadines, which features Bequia, Mustique, Mayreau, Carriacou and the world famous Tabago Cays. Because there are so many islands, and because they are not easy to get to, we recommend this area for those who have a minimum of two weeks.

If you want to get off the boat for awhile, a day tour of Grenada is well worth it. Everything grows wild in this most lush island in the Caribbean, and there are big waterfalls in the mountains. Generally speaking, however, the people aren't as outgoing and there is more crime. 'Boat boys' drive some first-timers nuts, as many of them shuck & jive with uncommon perseverance to extract as much money from each boat as possible.



COURTESY CRUISING GUIDE PUBLICATIONS

St. Lucia's Marigot Bay is not only beautiful, it's a major charter base.

There are several big charter bases in St. Lucia and Grenada, and there are some smaller charter outfits on the other islands. Because the best of the Grenadines are about halfway between St. Lucia and Grenada, try to arrange a one-way charter.

The Others Islands — We've left out the Guadeloupe, Dominica, Martinique region, all well as a bunch of lesser islands. They've all got things to recommend them, but we'd save them for a later charter.

Crewed Or Not Crewed

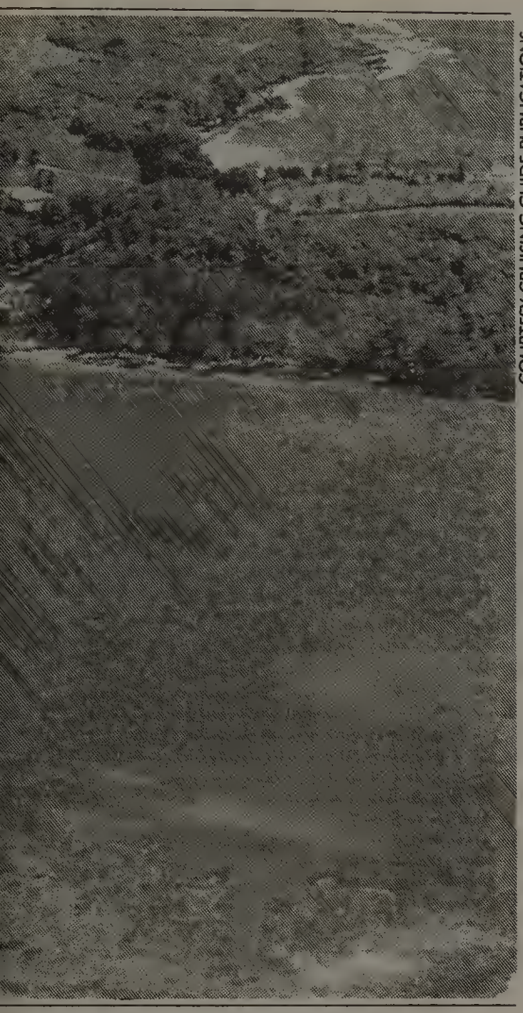
There are two basic types of chartering; bareboat and crewed. Of these, bareboats are by far the most popular, primarily because of price. But also because you can cram more people aboard — 11 on some 50-footers if you don't care a wit about privacy — and because you get to be 'your own captain'.

The big problem with bareboats is that you have to provision (or pay the charter company to do it), prepare your meal and — everybody hates this — clean up afterwards. You also have to check-in with port captains and stay up all night if it blows and the guy in front of you didn't do a good job of setting his anchor. Nonetheless, the overwhelming majority of people — particularly in these recessionary times — prefer to do a little work and save a lot of money.

While not completely clear cut, there are basically two kinds of bareboats companies: the biggies with the latest in boats, well-maintained equipment and big support staffs. There is a second tier of companies that might use boats the biggies have taken out of commission, which may not be quite as well maintained, and who don't have quite as good customer support.

The basic rule of thumb is that you get what you pay for. The bigger companies charge more, but they indeed offer more. But if you're on a budget and aren't persnickety, you might be able to have just as many charter kicks for less bucks with a second tier company. The choice is yours — and so is the risk.

No two ways about it, crewed charters, invariably on larger boats, are the ultimate way to relax on a sailing vacation. You get to do all the things you want to do — like drive the boat, navigate, sit in the sun, not clean up after meals and just leave the sailboard where it is when you tire of using it. Of particular interest to the ladies — who traditionally get stuck — is the fact that the crew does all the shopping, food preparation and clean-up. And given the right cook, the



COURTESY CRUISING GUIDE PUBLICATIONS

food can be truly extraordinary.

Most crewed charters are full-on luxury vacations, although how luxurious depends on how much you're willing to spend. Figure on about $1,500 per person for the boat and crew, $200 for a tip and $50 for booze — based on six people for a moderately nice boat. For additional luxury, just keep adding on until you reach a limit of about $10,000/per person a week on something like *Endeavor*. If you have to ask how much *those* charters cost, you can't afford one.

Special Events

There are a couple of ways of doing charters that make them even more fun. One is to do them with friends — as in chartering two or three sisterships at once. It means you won't have trouble socializing — even if you're on a French island — and you can 'race' against each other.

Another way to add extra value to charters is to tie it in with a special event. Some of the best times to do charters are during Caribbean races, such as the St. Barts Regatta in February, the St. Martin Heineken Regatta in March, the BVI Spring Regatta in early April and Antigua Sailing Week in late April. All of these except Antigua Sailing Week are just weekend events, which means you get most of your charter to relax and fool around. All of these events have special divisions for, or welcome, charter boats competing with just main and jib.

Easter in Bequia is another extremely popular time.

When To Go

December 15 is the start of high season, which means higher prices and larger crowds. November is usually an excellent month for those looking for lower prices and uncrowded conditions.

Major holiday periods like Christmas and Easter are jam packed. If you're lucky, you might be able to find a charterboat, but it can be almost impossible to book a plane reservation. If you waited until now to buy a plane ticket from San Francisco to St. Martin for Christmas, for example, figure on having to shell out over $1,500 rather than the regular $725. If you've a wife and kids to take along, that extra expense can take the fun out of it. You might see if you can still get cheap tickets during your kid's 'ski week' or even during Easter. But don't wait.

Weatherwise, December and January are generally the windiest times of year. But it's still plenty warm and it's nothing San Francisco Bay sailors couldn't handle with aplomb. The beauty of a 10-day or two-week December or January charter is that it rips the cruel heart right out of a dehumanizing Northern California winter. In the cold months before, you've got a tropical wet dream to look forward to; and when you return, you can bask in the glow of tropical memories.

February, March, April and May, however, might well be the very best weather months in the Caribbean. The winds are a little lighter, the seas flatter, the crowds fewer. But in all honesty, *any* time of year is the perfect time to charter in the Caribbean.

Get Yourself Hot

If you really want to get excited about a Caribbean charter, call Cruising Guide Publications at (800) 330-9542 to order any — or preferably all — of their cruising guides to this region. *The Cruising Guide to the Virgin Islands*, *The Cruising Guide to the Leewards*, and *The Cruising Guide to the Windwards* are, as we've said many times before, *the* best and only guides you need for these areas. You'll be tempted by the terrific color photographs, and the text and sketches will help you decide which area is best for you.



LATITUDE 38/RICHARD

Not all water in the Caribbean is salt. The waterfalls on Dominica and Grenada are great.

Airline Connections

American Airlines seems to have the best connections to the Caribbean. You can either leave late at night from San Francisco and arrive in St. Thomas or St. Martin, for example, the following afternoon about 2:30 p.m., or you can leave early in the morning and arrive at those destinations at about 10:00 p.m. They are long flights, but worth the effort and expense.

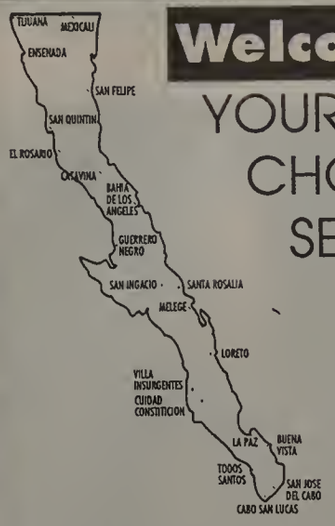
For reasons we don't understand, American is currently offering a special on trips to the Caribbean for frequent fliers. Normally you need 30,000 miles to fly to the Caribbean; until March you only need 20,000.

Delta and Continental also fly to the Caribbean, but their schedules aren't quite as good to the destinations we've mentioned.

Just Do It

There are a lot of reasons why you can't do a Caribbean charter this winter. And there always will be. Our advice is to ignore 'em and follow Nike's advice: Just do it! You'll be glad you did.

— latitude 38



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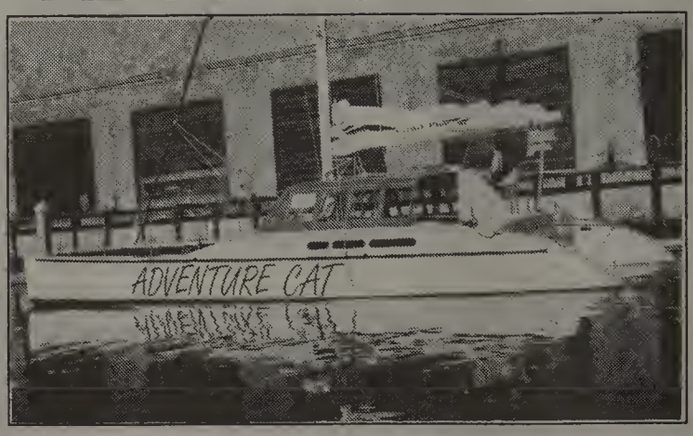
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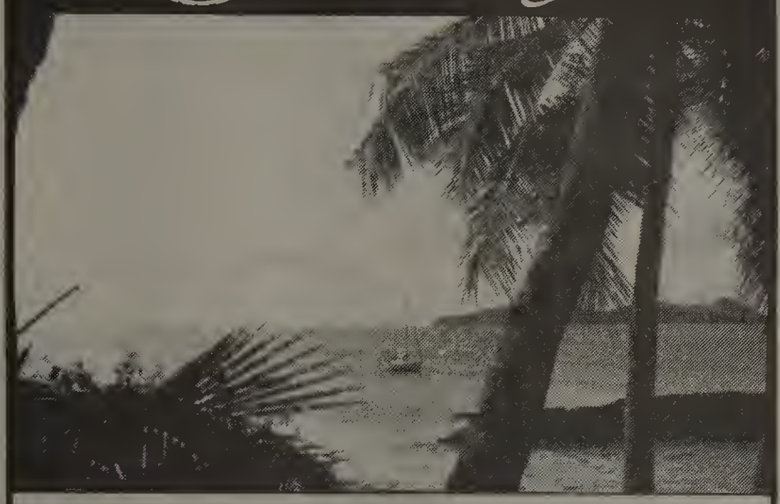
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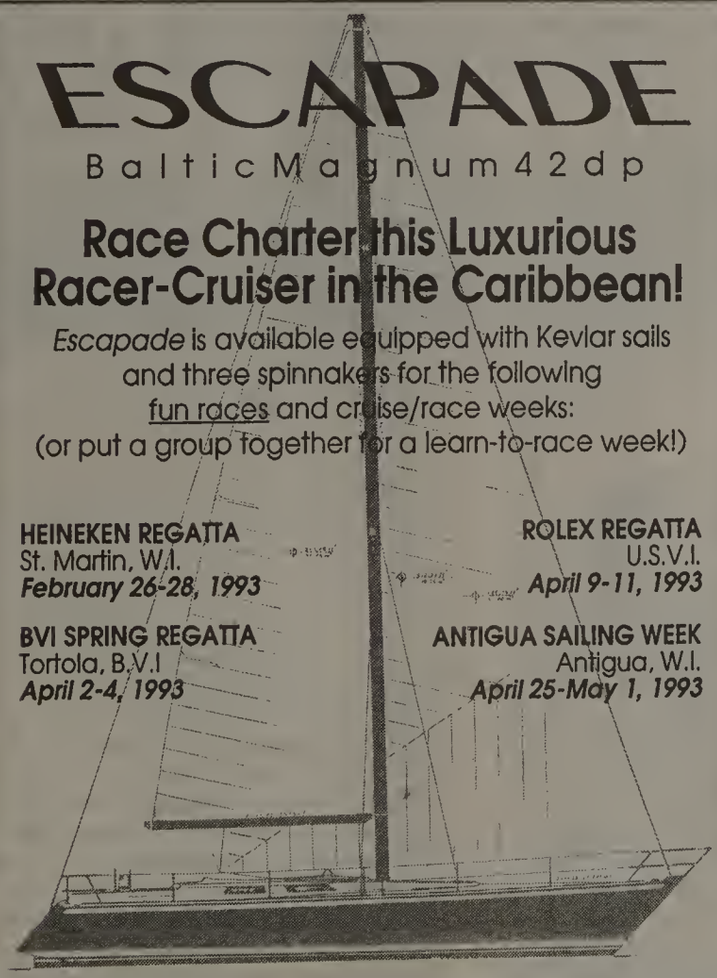
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THE RACING

*With reports this month on **Jeff Madrigali** winning the prestigious **Mallory Cup**; the light air **Drakes Bay Race**; another excellent **NOOD Regatta**; a lopsided **SF Perpetual Challenge Trophy**; the elegant **International Knarr Championship**; a fun new format for the upcoming **Nimitz Regatta**; a delightful **Windjammer Race**; the **ChickenShip Regatta** for woodies; a non-race in Santa Cruz called the **Bang & Go**; the **Wylie Wabbit Nationals** and the **Ong Regatta**; and, stuck at the back of the column as usual, **race notes**.*



Madro Takes Mallory Cup

Thirty-six-year-old sailmaker Jeff Madrigali of Fairfax completely dominated the 1992 Mallory Cup, emblematic of the U.S. Men's Sailing Championship. Representing Area G and host San Francisco YC, Madro — with bowman Gary Grande of Mill Valley and middleman Jeff Wayne of Corte Madera — ran away with the event, sailed in Etchells on the Circle on August 26-30. Shifty winds ranged from a 25-knot gearbuster in the opening race to a picture-perfect 12 knots in the finale of the 9-race series.

Madrigali qualified for the Mallory Cup finals by skippering Grande's *White Heat* to victory in the Etchell PCCs back on June 5-7. "The competition at that regatta was actually closer than at the Mallory," admitted Madro. "But in terms of prestige and history, winning the Mallory rates right up there as one of my biggest sailing thrills. We had fun doing it, too — it's great to win in your own backyard!"

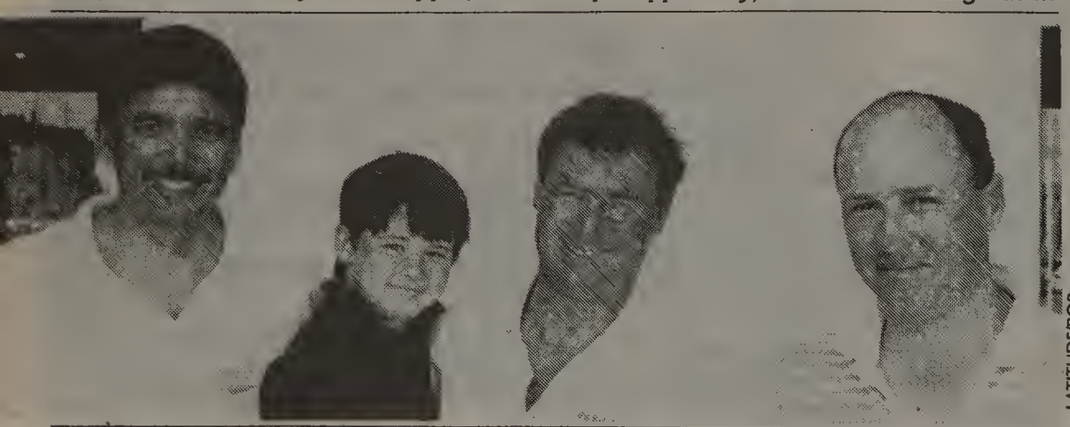
The *White Heat* gang joins an elite group of Mallory Cup winners, including the likes of Buddy Melges, Ted Hood, Bus Mosbacher, Cornelius Shields, John Kolius, Dave Ullman, and another Bay Area skipper, Jim DeWitt. The toughest competition in the '92 regatta came from Scott Young of Texas, a four-time Mallory Cup winner (twice as crew, twice as skipper). But this time, Young could only watch in frustration as Madrigali posted an incredible 1,3,1,1,1,1,1,1,DNS record.

"Everything went our way at this one," understated Jeff, who said the key was "good starts, good boatspeed from spending lots of time in these boats, getting ahead early in each race and then knowing where to go." The good guys always make it sound so easy, don't they?

1) Jeff Madrigali, Area G, SFYC, 18.25 points; 2) Scott Young, Area F, Austin YC, 21.05; 3) Benz Faget, Area D, New Orleans YC, 33.25; 4) Ben Altman, Area K, Chicago YC, 39.4; 5) Peter McChesney, Area C, Severn Sailing Assn,, 48; 6) Robin West, Area H, Royal Vancouver YC, 53; 7) John Hammel, Area B, Noroton YC, 54; 8) Paul Wilson, Area A, Vineyard Haven YC, 58.5; 9) Steve Button, Area J, South Bay YRA, 74. (9 teams)

Drakes Bay Race

Corinthian YC's Drakes Bay Race on August 29-30 was predictably tame, featuring light airs on both 29-mile legs of the weekend. We're told the scene at Drakes Bay was anything but tame, however, as people partied until two in the morning, keeping the Cal 20 *Culo Bagnato* in perpetual motion as the 'launch' between raft-ups. Apparently, a lot of celebrating was in order: except for MORA II, the boats that won their classes (*Friday*, *Blitz*, *Rocinante* and *Great Fun*) also wrapped up their season championships.



LATITUDE/ROB

The pic's a rerun, but it's not every day that local sailors win the Mallory Cup! From left, Grande, Madrigali (with mini-Madro) and Wayne.

The MORA II title is still up in the air, with *George*, *Animal Farm* and *Roadhouse Blues* all in contention. The final showdown will be the Half Moon Bay Race on October 10-11. Incidentally, that race is 'open to the public' — i.e., there's no entry fee and anyone with the proper safety gear is cordially invited to join the fun. However, there's one other requirement: the skippers' meeting, held the night before at Island YC, is mandatory. Call YRA at 771-9500 for details.

MORA I (light) — 1) **Friday**, Express 27, John Liebenberg, 1.5 points. (2 boats)

MORA II (heavy) — 1) **George**, Olson 25, Craig Douglas, 2.75 points; 2) **Animal Farm**, Wylie 28, Phibbs Family, 3.75; 3) **Freewind**, Cal 9.2, Don & Betty Lessley, 7. (6 boats)

PHRO I (light) — 1) **Blitz**, Express 37, George Neill, 4.75 points. (3 boats)

PHRO II (heavy) — 1) **Rocinante**, Beneteau 42, Alex Malaccorto, 10.75 points; 2) **C-Ro-Mar**,



BRUCE CRANDALL

NOODists tanning themselves on the Cityfront. Inset, runaway winners Bill Riley (left) and Skip Shapiro.

Beneteau 42, Marty Christensen, 12; 3) **Annallse**, Wylie 34, Paul Altman, 13. (9 boats)

SSS — 1) **Great Fun**, Davidson 50, Stan Glaros, 1.5 points; 2) **Stormrider**, Aphrodite 101, Donald McCrea, 8. (5 boats)

NOOD Regatta

The third annual San Francisco National Offshore One Design Regatta, co-sponsored by *Sailing World* and IBM was contested off the Cityfront over Labor Day Weekend. As if the Bay knew she was going to be featured in a national glossy sailing magazine — the best one, in our opinion — she was on her absolute best behavior, serving up three days of gorgeous sailing conditions.

A total of 100 boats (down from last year's high of 119) in eight classes sailed the excellent 5-race series. For the most part, the usual suspects populated the winner's circle, with Bill Riley (Olson 25 *Pearl)* and Skip Shapiro (Express 27 *Jammin'*) deserving particular recognition for straight-bulleting their fleets. Jack Hamilton's *Diversion*, a J/35 from Newport Harbor with Bill Menninger aboard, emerged as a force in that class, winning comfortably in the conspicuous absence of *Abba-Zaba-Jab*, whose owner Larry Harvey was recovering from a minor plane crash at Lake Tahoe.

But it was the J/24 *Iceman*, sailed tenaciously by Doug McLean and Richard Allen of Montecito, that did the most remarkable job throughout the weekend, winning the 30-boat J/24 bumpercar class despite an improbable string of bad luck. First, they managed to break the top of their mast off in the parking lot launching the boat on Saturday morning. They 'borrowed' one off a dormant sistership with minutes to spare, earning a 7th and a 6th that day. On Sunday, after posting a 4th and a 1st, they were cruising back to the dock when an Ericson 38 on port tack T-boned them, wrecking their boat and stabbing the fluke of the Ericson's bow anchor through McLean's cheek.

Twenty-two stitches at the local hospital patched up McLean, but the *Iceman* wasn't fixed as easily. Being two points out of first — which would qualify them for next year's Worlds in Wales — they opted to charter *Cool Breeze* for the all-important last race. In a fairytale ending to a nightmare weekend, they held on for a close second in that race behind Eric Arndt's *Houdini*, good enough to 'ice' the regatta.

EXPRESS 27 — 1) **Jammin'**, Skip Shapiro, 3.75 points; 2) **Moonlight**, Carl Schumacher/John Franklin, 12; 3) **Abigail Morgan**, Ron Kell, 16; 4) **Locomotion**, Mike Radcliffe, 21. (8 boats)

HAWKFARM — 1) **El Gavilan**, Jocelyn Nash, 7.25 points; 2) **Notorious**, James Hirano, 9.5; 3) **Nighthawk**, John Siegel, 16. (6 boats)

J/24 — 1) **Iceman**, Richard Allen & Doug McLean, 18.75 points; 2) **Houdini**, Eric Arndt, 19.75; 3) **Casual Contact**, Seadon Wijsen/Don Oliver, 21.75; 4) **Rhythm Method**, Brian Thomas/Dave Wilke, 24.75; 5) **Magic Bullet**, Jack Christiansen, 24.75; 6) **No Fly Zone**, Bart Hackworth, 36; 7) **Oathead**, Herb Cole, 43; 8) **Electra**, John Oldham, 43; 9) **SFPF**, Tom Purdy, 47; 10) **Not**, Peter Young, 48. (30 boats)

J/29 — 1) **Blazer**, Mike Lambert, 14 points; 2) **Smokin' J**, Gerald DeWit, 15.5; 3) **Wave Dancer**, Richard Leevey, 15.75; 4) **Black Lace**, Kim Dincel, 20.75; 5) **Advantage II**, Pat & Will Benedict, 24. (9 boats)

J/35 — 1) **Diversion**, Jack Hamilton, 9.5 points; 2) **Redline**, Bill Fawns/Don Trask, 16.75; 3) **Draco**, Rich Maisto/Norman Davant, 17.75; 4) **Slithergadee**, John Niesley, 29; 5) **Equanimity**, Randy Paul, 30; 6) **Pacific Express**, Hal Shenson. (12 boats)

OLSON 25 — 1) **Pearl**, Bill Riley, 3.75 points; 2) **Siva**, Gal Bar-Or, 10; 3) **Outbound**, Bill Blosen, 19; 4) **Vivace**, Bill Riess, 22; 5) **OCD**, Dale Bull, 25. (11 boats)

OLSON 30 — 1) **Stray Cat**, Team Cat, 9 points; 2) **Kabala**, Jay Bennett, 14; 3) **Bottom Line**, Tony Pohl, 20.75; 4) **Zephyros**, Dave Oliver, 23; 5) **Soul Sauce**, Bob McLeod/Don Ahrens, 27. (10 boats)

SC 27 (Nationals) — 1) **Kurzwelle**, Bret Gripenstraw, 8.75 points; 2) **Good Timin'**, Dave Wilson, 18.75; 3) **Concubine**, Brad Whitaker, 20.5; 4) **Sorcerer's Apprentice**, Bart Harris, 24; 5) **Hanalei Express**, Rob Schuyler/Roger Sturgeon, 29.75; 6) **Excalibur**, Jack Allen, 37; 7) **Mystery Eagle**, Gordie Cowan, 41.5. (14 boats)

Perpetual Mismatch

After last year's silly mismatch between *Swiftsure* and *Harmony* in the 97-year-old San Francisco Perpetual Challenge Trophy,

the powers-that-be finally capitulated and switched over to a one design format. This would insure closer racing, making the event more fun for both racers and spectators alike, right? Wrong, at least when you pit Paul Simonsen's SC 70 *Mongoose* against Les Crouch's N/M 68 *Maverick*.

In a harbinger of things to come in the following weekend's Big Boat Series, John Kostecki steered *Mongoose*, the defender for the St. Francis YC, to a fairly humiliating 4:32 victory over the San Diego YC challengers. The blue boat led the red one by 5 seconds at the start of the 21.7-mile race, and then extended her lead at every mark. San Diego sailmaker Gary Weisman had what turned out to be the thankless task of skippering *Maverick*.

Joining Simonsen and Kostecki aboard *Mongoose* for the sunny and mostly light air afternoon Bay tour on September 13 was a boatload of St. Francis YC's best: Will Baylis, Zan Drejes, Jennifer Dunbar, Mike Erlin, Bill George (tactician), Nick Gibbons, Dave Gruver, Ken Keefe, Ronn Lowenthal, Jeff Madrigali, Ernie Rodriguez, Phil Perkins, Mike Ratiani, Skip Stevely and Steve Taft.







International Knarr Champs

Impressive amateur sailor Chris Perkins added another line to his ever-growing list of sailing accomplishments on September 6-12, winning the 24th International Knarr Championship going away. Perkins, a 31-year-old CPA, posted a 2,2,2,4,1,DNS series to dominate a field of 11 other Bay Area Knarrstars, 7 highly competitive Danes and 6 way off-the-pace Norwegians. If the results — both on the water and shoreside — were any indication, the Norwegians came to party, while the Danes came to race.

Perkins, a modest guy, attributed his runaway victory in his first IKC as skipper to "a great crew (John Kostecki, Matt Ciesicki and Hisham Sinawi) and sailing consistently, always trying to stay out of the pack." He neglected to mention that he'd tuned up for this regatta by winning the tough local Etchells class championship, the Little Lipton Cup in J/24s, finishing second in the Olympic Soling Trials as crew for Jeff Madrigali and a whole lot more this summer. It was the first time in 12 years that an American has won the IKCs, and in so doing Perkins soundly spanked a pair of pre-race Danish favorites, three-time champ Frank Berg and two-time champ Troels Bjerg.

The IKCs alternate annually between three countries — the US, Denmark and Norway — and have become more than just a regatta for this close-knit international group of friends. In fact, the whole Knarr "lifestyle" — good racing, elegant parties, great camaraderie — was exemplified at the recent IKCs. Anyone who experienced it knows why this fleet, one of the Bay Area's oldest, has grown to 41 boats and is the second biggest one design class in YRA.

1) **Chris Perkins**, USA, 17 points; 2) **Mikkel Hartvig-Andersen**, DEN, 37; 3) **Frank Berg**, DEN, 45; 4) **Brian Kemnitzer**, USA, 48; 5) **Troels Bjerg**, DEN, 48.4; 6) **Mark Horick**, USA, 59; 7) **Jens Ive**, DEN, 60.1; 8) **Larry Drew**, USA, 60.4; 9) **Klaus Fossum**, DEN, 61; 10) **Jim Skaar**, USA, 61; 11) **Craig McCabe**, USA, 69.4; 12) **Bob Fisher**, USA, 70; 13) **Jens Pedersen**, DEN, 71.4; 14) **Mickey Waldear**, USA, 80.7; 15) **Bruce Bradfute**, USA, 86; 16) **Terry Anderlini**, USA, 95; 17) **Joel Kudler**, USA, 105; 18) **Knut-Erik Herstad**, NOR, 112; 19) **Morten Haugerud**, NOR, 113; 20) **Claus Hector**, DEN, 115; 21) **Trygve Liljestrand**, USA, 120.7; 22) **Terje Brandt-Rasmussen**, NOR, 126; 23) **Finn Johan**











The beauty of Knarrs, as captured at the IKCs. More than just another boat, Knarrs are a way of life. Photos by Latitude/rkm.

Foldrup, NOR, 132; 24) **Lars Hvidsten**, NOR, 141; 25) **Finn Totland**, NOR, 145. (25 teams)

Old Trophy, New Format

Ever since we can remember, the Nimitz Regatta has been Berkeley YC's big post-season race event. But three years ago, in an attempt to breathe some new life into this old tradition, it was changed from a fleet race into an interclub team race. Each competing club fielded a team of three big boats, and they raced under PHRF handicaps for the big perpetual trophy.

For the October 18 race this year, the format is changing again. It's still a team race, and it still uses PHRF ratings, but the difference is that the boats will be scored on boat-for-boat finishes — as if all boats rated the same.

"There was something less than satisfying about sailing in a team race with corrected time finishes," says race co-chair Paul Kamen. "The whole point of team racing is to luff a competitor off the course so one of your teammates can get ahead. But those tactics only make sense if the finish is boat-

THE RACING

for-boat."

How can they do away with corrected times and still allow a wide variety of sizes and types of boats? It works as long as the sum of all the ratings of all three boats in each team is the same. At least, they think it will work. They've set the rating level at 500 or greater. So, for example, you could have a team with an Olson 40 (48), a Cal 25 (222) and a Santana 22 (234), which adds up to 504. Or you could use an Express 27 (72), a J/24 (168) and a Cal 20 (264). You could even show up with three J/24s, which would also equal 504.

There will be only one race and three starts, with the slowest boat from each team starting first and the fastest boat from each team starting last. This gives even the slowest boats a chance to play at interfering with the fast boats from the other teams.

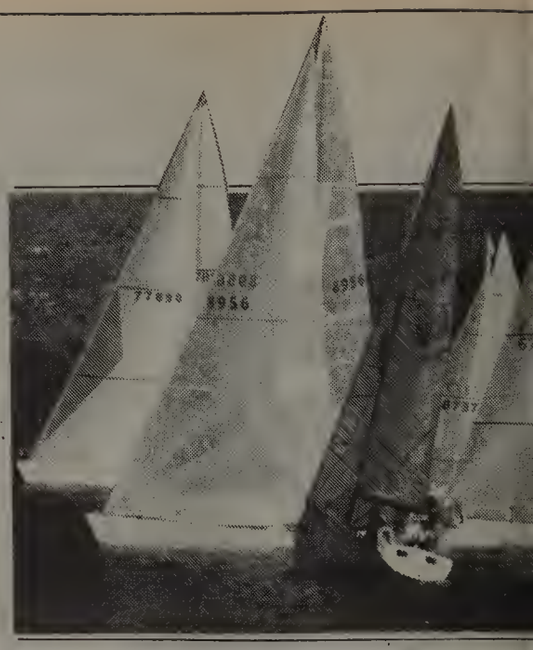
Nobody knows what the best strategy is. Do you want one very fast boat and two slow ones, so that the fast boat can sit on certain competitors, yet still finish first? Do you want one very slow boat and two medium-fast ones that can finish well? Or should they all be the same?

Whatever strategy is chosen, the smart money would be on Richmond YC to hang onto the Nimitz Trophy for the fourth year in a row. But they won't be able to race their Wabbits this year (boats must be monohulls weighing at least 1,500 pounds). And with the boats-must-be-owned-by-clubmembers requirement relaxed, we could see some new players.

For entry information, call Diana Freeland at (510) 658-6687 or Paul Kamen at (510) 540-7968.

Windjammers Race

A record turnout of 116 boats — including 26 boats in the motor allowance group (24 free miles with the iron genny) — enjoyed this year's 51st annual Windjammer's Race on September 4. Conditions for the 67-mile sprint to Santa Cruz were fairly normal: light air and a building ebb sent the huge fleet quickly out the Gate, though not so fast as to spill anyone's early morning coffee. The wind stayed light until mid-afternoon, when it finally filled in at about 20 knots. The next 4 or 5 hours of glorious downwind coastal surfing made taking the day off from work all worthwhile. But then, just after sunset, spinnakers suddenly backwinded against forestays as the fleet ran headlong into a light offshore breeze. For those caught too far offshore, it was a long, slow beat to Santa Cruz.



Peter Hogg's well-traveled 40-foot tri *Aotea* was first to finish at 6:23 p.m., well off *Merlin*'s blistering 1983 record pace of 5 hours, 59 minute and 16 seconds. John Fraser and Ken Burnap's SC 50 *Roller Coaster* pulled in only 15 minutes later to claim overall corrected time honors. Most of the fleet straggled in by midnight, finishing in the beam of a spotlight off the Santa Cruz Pier. The Bristol 29.9 *Lansa* gutted it out until 9:05 on Saturday morning, finishing last.

According to John Fraser, the winning formula this year was to stay on the rhumbline. "It was a perfect day to go right down the beach — people going outside looking

TIPS FROM THE TOP — SHIMON VAN COLLIE'S ONE MINUTE

Recently I was asked to present a short speech on how to be a racing crew. Why me, one might ask, since I don't have any America's Cup or world championship credits to my name? I do have 25 years of experience, however, racing everything from International 14s to maxi sleds. A fair number of those yachts won races while I was on board.

Yet in the kingdom of rockstars, I never achieved much more than pebble status. The high point of my career occurred at the 1978 Finn Nationals in Mobile Bay, Alabama. The Finn is the Olympic singlehanded sailboat which has bred some of the true stars of the sport, like Paul Elvstrom, Jochen Schumann, Peter Barrett and Kimo Worthington, to name a few.

I finished ninth in the Nationals, and I actually won the last race. In doing so, I beat John Bertrand, three-time world champion and, these days, Dennis Conner's back-up skipper; Cam Lewis, another three-time world champion and now one of the top professional yacht racers in the world; Gus Miller, the U.S. Olympic Finn alternate in 1976; and Gary Jobson, who had just won the America's Cup with Ted Turner in 1977.

But, so what? A half a dozen years later, I was crewing on *Clockwork*, an IOR speed machine that took second in the Big Boat Series the year I sailed on her. My job was to assist the mainsheet trimmer going upwind. When we turned the weather mark in first place, the skipper asked me if I'd mind going below and sitting in the bilge as moveable ballast!

Anyway, if someone pays you to come and sail on their boat, then the following bits of advice won't be of much use. But since most of us don't know what a sailing paycheck looks like, I figure my credentials are as solid as the next railbird's.

So here are some observations on being a racing crew. They are meant to benefit both your skipper and fellow crewmembers as well as yourself:

* Have a skill. Take a class if necessary to learn how to trim sails or work the foredeck. Some skippers will offer 'on the job' training, but most of the time, you're expected to know your job the minute you step aboard. Another way to learn fast is to sail dinghies. You'll learn quickly about what works and why.

* Volunteer to help at the dock before and/or after you go out racing. Offer to help wax the hull or paint the bottom when haulout time comes. Many owners also double as maintenance workers, and they appreciate the help. If you can bake cookies or make killer tunafish sandwiches, offer to give the regular sandwich maker a break.

* Figure out if the skipper/tactician likes lots of input or wants only one person to talk to him/her. Some boats are noisier than the English Parliament; others are deadly quiet. Find out what the program is and live with it, not against it.

* Learn the names of the people you'll be working with during maneuvers. People get distracted at mark roundings and starts — if you need something done, they'll respond better if they hear their name first. Better yet, touch them on the shoulder or back as a way of letting them know that you have a request.

* Keep on your own schedule. If everyone thinks it's real macho not to eat while you're on the water and you suffer from hunger headaches if you don't eat at noon, ignore them and get yourself fed. Also drink lots of fluids, preferably water. Heavy clothing and foul weather gear makes for a great sauna, and you need to replace your fluids. Polypropylene is designed to wick moisture away from your skin. Give it plenty to work with.

* Don't put yourself at unnecessary risk.





PHOTOS BY PAT EASTMAN

Maalox moment: the Express 37 'Spindrift V', on port, faces a wall of starboard tackers at the start of the Windjammers Race.

'Rollercoaster' riders John Fraser (left) and Ken Burnap with the spoils of victory.

for wind never found any more. We had a great day on *Roller Coaster* — it was a 'reunion race' for us, with friends flying in from all over the place."

There were 32 DNFs this year, none more spectacular than Mike Reppy's 30-foot Shuttleworth 30 trimaran *Nal'i*. Reppy and his three man crew had to be rescued after flipping over *backwards* off Davenport — but, if you were paying attention, you already read about that debacle on pages 110-111.

DiV. I (PHRF <93) — 1) **Roller Coaster**, SC 50, Ken Burnap/John Fraser; 2) **Allure**, SC 50, Chuck Jacobson; 3) **Octavia**, SC 50, Shep Kett; 4) **Merlin**, Lee 67, Donn Campion; 5) **Outrageous**, Olson 40, Rick Linkmeyer. (22 boats)

DIV. II (96-123) — 1) **Axel Heyst**, Primrose 50, Gary Upson; 2) **Carnaval**, Santana 35, Bill Keller; 3) **Breakout**, Santana 35, Hall Palmer; 4) **Cheyenne**, Wylie 34, James Fryer; 5) **Enterprise**, C&C 35 Mk. III, Club Nautique. (18 boats)

DiV. III (126-162) — 1) **Anna Banana**, Moore 24, Joe Durrett; 2) **Kangaroo Court**, Moore 24, Peter Carrick; 3) **About Time**, Ranger 33, William Martin; 4) **Outta Sight**, Laser 28, Ken Andersen; 5) **Expressway**, Express 27, Ross Groelz. (22 boats)

DIV. IV — (163-up) — 1) **Mariner**, Newport 30, Bruce Darby; 2) **Viking**, Santana 525, Matt Soderer; 3) **Con Carino**, Cal 2-27, Gary Albright. (11 boats)

IMS — 1) **Bullseye**, Tripp 40, Bob Garvie; 2) **Jackrabbit**, Islander 40, Dave Liggett; 3) **Leading Lady**, Peterson 40, Bob Klein; 4) **Spellbound**, Olson 40, Lou Fox; 5) **Annalise**, Wylie 34, Paul Altman. (15 boats)

MULTiHULL — 1) **Aotea**, Antrim 40, Peter Hogg; 2) **Defiance**, Cross 46, Biil Maudru. (5 boats)

DIV. B (motor allowance) — 1) **Eastern Star**, MT 42, Steve & Louis Zevanove; 2) **Gypsy Warrior**, Freya 39, Rick Gio; 3) **Abraxas**, Tartan, Mr. Brinkman; 4) **Leda II**, Lapworth 36, David James; 5) **Rainshadow**, Yamaha 33, Mr. Young. (26 boats)

OVERALL — 1) **Rollercoaster**; 2) **Allure**; 3) **Octavia**; 4) **Merlin**; 5) **Outrageous**; 6) **Red Hawk**; 7) **My Rubber Ducky**; 8) **Revelry**; 9) **Nina de Jantipa**; 10) **Axel Heyst**.

ChickenShip Regatta

The sixth annual Master Mariner's Chickenship Regatta — "the regatta most feared by yacht racing purists" — was another resounding success, as 28 vintage wooden yachts made the pilgrimage to Petaluma on Saturday, September 5. The trip upriver was preceded by a downwind race of sorts from Southampton Shoals to a finish line at the mouth of the Petaluma River. Jeff McNish's *Valient* was first to finish the light air rally, earning a mechanical clucking chicken for their effort.

From what we gather, however, the race wasn't nearly as intense as the weekend-long partying afterwards up in the Petaluma Turning Basin. "Nautical Games" was this year's theme, and organizers Mike and Sue Proudfoot apparently outdid themselves overseeing a knot tying contest (won by Commodore Dan Drath), heaving line competition (Betsy Keyes), egg hoist (the crew of *Westerly*), something called the "lighting the anchor light under duress" contest (Craig Swayne), conch blowing (Skip Henderson) and who knows what else.

RACING CREW PRIMER'

Racing is a team sport, and you can only succeed and fail as a group. Don't put yourself at the end of a rope in a heroic move and expect the gang to rescue you if you don't already trust them. Better a broken mast or spinnaker pole than a broken arm or leg.

* On race day, be at your boat on time — or better yet early so you can rig the sheets, pack the spinnakers or help overhaul a sticky winch. If you can't make it early, stay late and help fold the sails or wash down the boat. Owners notice extra effort, and you'll get invited back more often.

* Take care of your own wardrobe. Figure out what clothes you like to wear and how many layers you need to keep warm and dry. Don't bring a lot of extra gear, because rockstar crew bosses think that the weight of the pocket comb stuffed in your duffel bag will lose them a boatlength on every leg. Bring sun protection, too, including sun screen, sun glasses and a hat.

* Attitude is everything: always stay upbeat and positive. Speak well of your skipper and shipmates. Loose lips not only sink ships, but they have a way of getting back to those spoken ill of. If you have a problem with someone on the boat, address it with them directly. And if someone abuses you verbally on the boat, don't just take it. Either tell them immediately that you don't like what they're doing, or wait until after the race and let them know your feelings. If they won't listen to you, consider looking for another boat to crew on. Life's too short to put up with egomaniacs — besides, sailing's supposed to be fun!

So how do you find racing positions? Network. Leave your name on yacht club bulletin boards. Go to crew list parties or race parties and ask people if they need crew. You're going to be more attractive if you can commit to a period of time, not just one race, so be clear on what kind of ride you're looking for.

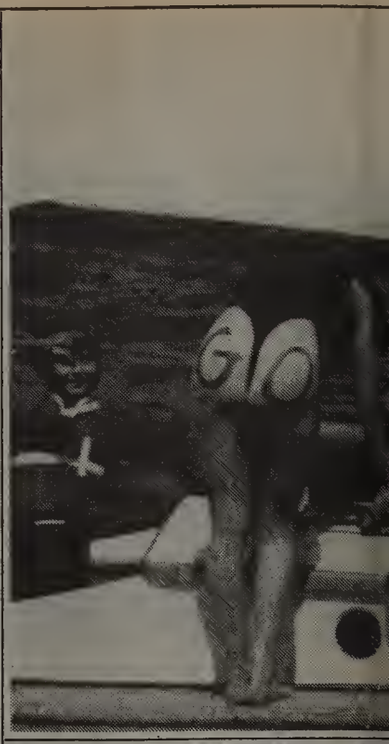
Walking the dock the morning of the race is okay too, but be wary of boats looking for crew at the last minute. Try to find out why they need an extra body — i.e., what happened to the last one?

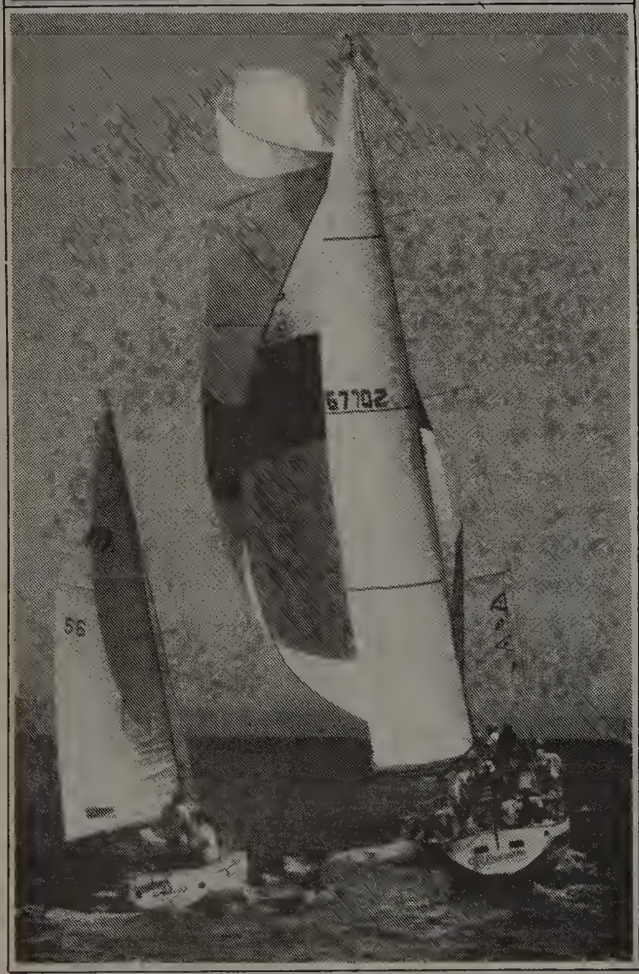
Although I've always considered myself more of a skipper than a crew, I've found the benefits of being part of a team to be great. I've learned new skills, made new friends and got to share the heartbreak of defeat and sweetness of victory with my mates. It's worth the effort.

— shimon van collie
author/journalist/recent father

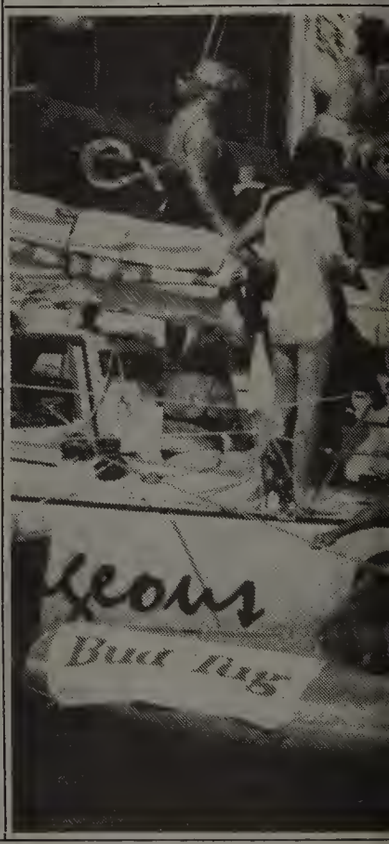












Surfing backwards? Flying a kite upside down on purpose? A 'Bud Tug'? Bun writing? Why, it must be the Bang & Go! All photos by Pat Eastman.

Winning two of the more traditional ChickenShip awards were Craig Swayne (*Blackwitch*), who also took home the tastefully mounted cow inseminator for coming in last, and Paul and Marilyn Stremel (*Hoyden II*), who won the much-coveted ChickenShip Perpetual Trophy. How or why this latter trophy — a mounted rooster claw giving the 'talon' — is awarded remains a mystery to us. Ciass winners follow:

Little Gaff Cluckers — 1) **Quest**; 2) **Bulifrog**; 3) **Polaris**.

Big Gaff Cluckers — 1) **Joshua**; 2) **Brigadoon**; 3) **Tai Kuri**.

Little Mother Cluckers — 1) **Sunda**; 2) **Alia**; 3) **Little Packet**.

Big Mother Cluckers — 1) **Valient**; 2) **Danzante**; 3) **Mistress II**.

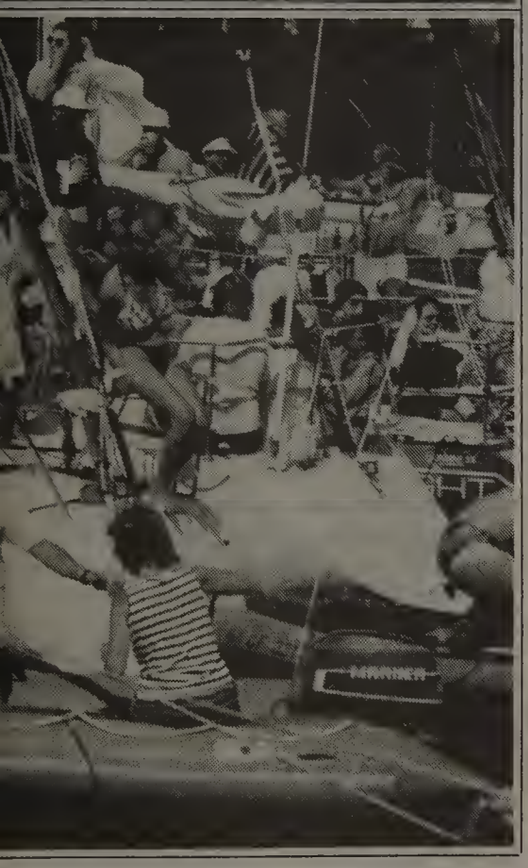
Bang & Go II

Not to sound too old and wizened, but at this point in the game, there isn't much we haven't seen boating-wise. Capsizes, sinkings, hellacious crashes, burning tankers — you name it. Sometimes it seems like almost anything from here on out holds about as much shock value as Madonna taking her clothes off again.

Of course, as soon as we say that, we get photos and coverage of the second annual revival of the Bang & Go and, well, forget everything we just said. In addition to more than 100 semi-naked people doing things that would get them executed in most third world countries, there was some pioneering work in boat performance in this year's 'Bang that was nothing short of stunning. First, the Santa Cruz 50 *Roller Coaster* proved you can not only fly a spinnaker upside down, you can actually trim it perfectly. Then Pat Appley climbed in his Santa Cruz 27 *Wharf Rat*, taped up the drain holes and surfed the boat — *backwards*! Pat says he decided not to set the spinnaker as planned because the wind was blowing 18 knots and he had already passed two boats.

So for the second year in its revival, the





Bang & Go has boldly gone where no man (or woman) has gone before in redefining the theme "partying with boats." They also went far toward redefining sailboat racing as we know it, but handicapping involving divisions for 'most fun', 'most creative', 'best costumes', 'best boat decorations', 'spontaneous combustion' (don't ask us...), and of course the 'most mellow finish' are too existential for even us. Suffice it to say some people went home with hangovers *and* awards.

Final word on the September 6 event echoed last year, when the Bang & Go (a reference to the starting gun) was revived after an absence of almost 30 years to honor the memory of the late Tim O'Neill, long time friend and well-loved manager of the Santa Cruz YC. Said one '92 survivor, "Tim would have loved it!"

Wabbit Nationals & Ong Regatta

Richmond YC hosted the Wylie Wabbit Nationals in conjunction with the Jim Ong Memorial Regatta for Cal 20s and 27s on September 12-13. Conditions were perfect for the bulletproof and spinnakerless Cals, but somewhat overpowering for the tender Wabbits.

With perennial Wabbit crusaders Patrick Vincent, Gary Edwards and Greg Paxton on the beach, that title was up for grabs — and Steve Bates (*Wind Blown Hare*) decided to make it his. With hired gun Seadon Wijsen driving and Olympic 470 sparring partner Paul Kerner crewing, the *Hare* pulled a 'wabbit' out of their hat to win the sixth and final race, and with it the championship. John Stewart's *Kong*, steered by another hired gun, Bart Hackworth, stumbled to fourth in that crucial last race, handing the title to Bates by a slim three quarters of a point. "Look for an owner/driver rule next year," said one slightly miffed (amateur) Wabbit owner.

Meanwhile, *Ex-Indigo* and *Temptation* tied in the Cal 2-27s, with the nod going to the former on the tie-breaker. In the Cal 20s, the hot Long Beach trio of driver Sean Bennett, Mike Wootten and Robbie Snyders once again 'stiffed' the Cal 20 fleet in their tricked-to-the-max *Rigormortis*, scoring straight bullets for the second year in a row. Who are these guys that come up once a year to pound our local Cal 20 heroes? They're pretty good sailors, as it turns out: Bennett and Snyders are regular crew on Larry Harvey's J/35 *Abba-Zaba-Jab*, while Wootten's 'other' boat is the Andrews one tonner *Allegiance*.

WABBIT (NATIONALS) — 1) **Wind Blown Hare**, Steve Bates/Seadon Wijsen, 13.50 points; 2) **Kong**, John Stewart/Bart Hackworth, 14.25; 3) **Mr. McGregor**, Kim Desenberg, 16.75; 4) **Richochet**, George Pedrick/Gene Harris, 21; 5) **WPOD**, Bill & Melinda Erkelens, 32; 6) **Kwazy**, Colin Moore, 36; 7) **Contingent**, Bob Cunico/Jerry Keefe, 39; 8) **Hareball**, Jim Malloy, 42; 9) **Lickety Split**, Joe Leeflang, 59; 10) **Hare'em Scare'em**, Zane Working, 61; 11) **Tulewemia**, Mark Harpainter, 63. (11 boats; 6 races)

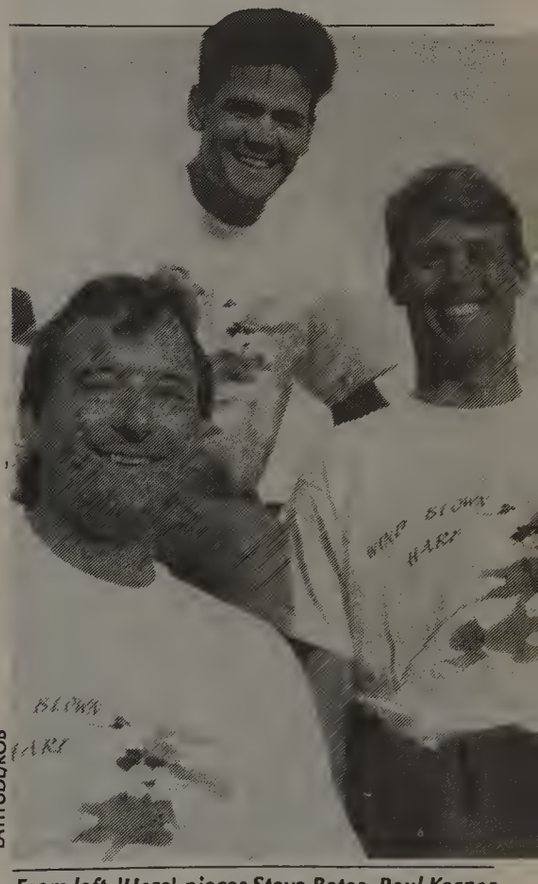
Cal 2-27 — 1) **Ex-Indigo**, Seal/Riley, 11.5 points; 2) **Temptation**, Rollye Wiskerson, 11.5; 3) **Photon**, Alan Jackson, 16.75. (9 boats; 5 races)

CAL 20 — 1) **Rigormortis**, Sean Bennett/Mike Wootten, 3 points; 2) **Ice**, Bren Meyer, 13; 3) **Tension II**, John Nooteboom, 16; 4) **Great Egret**, Charles Gay, 17; 5) **Aolele IV**, Julian Barnett, 20. (19 boats; 4 races)

Race Notes

Everybody Is a star: The **Star Worlds** are coming to the Berkeley Circle on October 11-16, courtesy of the St. Francis YC. At presstime, 64 — and counting — boats were signed up for the prestigious six-race series — and what a line-up! Representing the Bay Area are John Kostecki (with George Iverson crewing), Kimo Worthington (Peter Fennelly), Craig Healy (Tom Horvath), Steve Gould (Mike Ratiani), Rob Anderson (Stew Huntington) and Doug Smith (Marty Dalton). They'll face the likes of Olympic gold medalist Mark Reynolds, Vince Brun, Paul Cayard, Robbie Haines, Bill Buchan, Carl Buchan. . . and those are just *some* of the Americans coming. The European list also reads like a "who's who" in one design sailing, including defending world champion Roberto Benamati from Italy. Look for full coverage next month.

Hail Columbus! John Jourdane promised to write a report for *The Racing Sheet*



LATITUDE/ROB

From left, 'Hare'-pieces Steve Bates, Paul Kerner and Seadon Wijsen — 1992 Wabbit National Champions.

following the 4,100 mile **Route of Discovery Race**, which begins from Cadiz, Spain on November 28. Jourdane will have one of the best seats in the house, Roy Disney's SC 70 *Pyewacket*. John tells us the boat Is being turbocharged for the mostly



Some of the best collegiate sailors in the country sailed in the Hinman Trophy, and LUST was in the air.

downwind race with a huge new main, a two-foot longer boom, four-foot longer spinny poles and new asymmetrical kites bearing the logos of sponsors EuroDisney and LA Gear. Many of the Whitbread boats will compete, as will the SC 70 *Ole*. The latter recently came in third to *Merit* (which broke the monohull record despite losing her mizzen mast) and *La Poste* in the carnage-strewn **Quebec-St. Malo TransAtlantic Race**.

"To Honor the Fun of Racing": That was the somewhat generic theme of this year's **8th Annual Monterey Plaza Cup Regatta**, contested September 12-13 on Monterey Bay in gorgeous sailing conditions. Racing was spirited in the 12-boat Santana 35 class, with different boats winning each of the three races. Competition in the 4-boat SC 40 class was more casual. Top finishers were: Santana 35 — 1) *Wildflower*, Art Mowrey/Mark Chandler, 5.75 points; 2) *Il Pellicano*, Andrei Glasberg/Greg Paxton, 6.75; 3) *Swell Dancer*, Jim Graham/Chris Corlett, 8.75. Santa Cruz 40 — 1) *Daisy*, John Buchanan/Jack Halterman, 3.5 points; 2) *Red Hawk*, Lou Pampianco, 4.75.

Something fishy: Winners of Sierra Point and Half Moon Bay YC's low-key **Runga Kutta Regatta**, held in a southerly on September 19, were as follows: Div. 1 — 1) *Done Deal*, Merit 25, David Henderson; 2) *Sandra Lou*, Catalina 38, Bill Robinson; 3) *Falcon*, Islander 36, Bruce Hallberg. Div. II — 1) *Pathfinder*, Ariel 26, Eal Ekers; 2) *Bad Dog*, Ericson 27, Arjan Bok; 3) *At Last*, Ericson 32, Len Kanefsky. The prize for the biggest fish caught went to *Falcon*. Twenty-five boats participated in the Runga Kutta (and no, we don't know what these words mean either).

Schocking news: the **Schock 35 Nationals**, held on August 28-30 at Los Angeles YC, drew an unprecedented 27 boats — making this the biggest turnout of one-design ocean racers in California in many years. Two-time defending champions Dick Schmidt and Gwen Gordon took the seven-race series in *Outlier*, followed by *Psychobetty* (Jim Morris/Al Levy), *Mischief* (Carolyn Nelson-Hardy), *Main Squeeze* (Rick Dorfman) and *Bolero* (Tom Schock). Wouldn't it be great if this class held its '93 Nationals at next year's Big Boat Series (hint, hint)?

Mathematical mayhem: Contrary to what we reported last month, New Zealand — not Australia — won the **Champagne Mumm World Cup**, a 4-event series consisting of the Southern Cross, China Sea Series, Japan Cup and Kenwood Cup. For once, the mistake wasn't ours — rather, it was a simple transcription error made by CMWC administrators. The correct standings have the Kiwis beating the Aussies by 1 point instead of vice versa. The '93 CMWC will focus on the Atlantic Theater, commencing with ***Yachting* Key West Race Week** on January 15 and continuing with the Bit Cup in Germany, a "to be determined" regatta in Italy and ending with the Admiral's Cup in August.

Once in a lifetime event: On November 21, Dana Point YC will host the sixth running of the **Commodore's Challenge Race**, a one-shot deal in PHRF boats rating 72 (Express 37, J/35, Schock 35, etc.) What distinguishes this event from others is that the skipper of the boat must be the current commodore of a Southern California yacht club, and the crew must be active members of his club. Why doesn't someone organize a similar regatta up here?

Speaking of challenge races, Denis Mahoney's Catalina 30 *Irish Lady* successfully defended the **Wallace Cup** for Oakland YC in mid-September against three other East Bay yacht clubs. Race weapons for the 20-mile light air lap around the South Bay all had to rate 180 and be entered by an East Bay club. Mahoney credited his crew (Steve Zevanov, Murray Cox, Bette Ven-Horst and recently returned world wanderer Jim Jessie) with his 11-minute victory over the next boat. "They told me to drive, that they'd do the rest," he quipped. Rounding out the fleet were: 2) *Serendipity*, Cal 29, RYC; 3) *Trey Shay*, Catalina 30, IYC; 4) *Fat Cat*, Catalina 30, EYC.

Intimate gathering: In the post-Olympic lull, attendance was light at this year's **18th Annual Soling PCCs**, hosted by San Francisco YC in mid-September. With the rockstars taking a break, a core group of 8 top Soling club racers had the Berkeley Circle playing field to themselves. Visiting boats swept the top four places. Complete results: 1) Ian Wareham, Orcas Island, WA, 6.25 points; 2) Andy Carson, Santa Cruz, 7.25; 3) Reed Cantlay, 15; 4) John Walton, San Diego, 16; 5) Bill Partridge, San Rafael, 21; 6) Mark Murray, San Francisco, 25; 7) Kevin Reilly, Tiburon, 33; 8) Pete Rowland, Sacramento, 36.

Winding down: The sixth race of the **South Bay YRA** summer season was held in light air on September 19. South Beach YC ran the 9.38-mile light air race, which only 16 attended. Winners of each class were: Div. A — *Coyote*, Wylie 34; Div. B — *Dolphin*, Cal 2-30; Div. C — *Dancer*, Cal 9.2; Div. D — *Leeward*, Catalina 30. The seventh and final SBYRA race was hosted by Sequoia YC on September 26 — overall results next time. San Leandro YC will host the awards dinner on October 10.

Blown away: About the only part of the **US Sailing Center** in Coconut Grove, Florida, that was left standing after **Hurricane Andrew** ripped through at 160 mph



NANCY WHITE

was the blacktop and the boat hoists. Boats (J/24s, Stars and Finns), docks, storage sheds and the office (a trailer) were simply 'gone with the wind'. The Center had been the site of numerous prestigious events this year, such as the Star Olympic Trials, the J/24 Midwinters, the Bacardi Cup and more. Since its official opening in 1987, the Center has been an integral part of sail training, Olympic and otherwise, in this country. Donations, tax-free of course, are being sought to rebuild the Center. Contact US Sailing, Box 209, Newport, RI 02840, if you're feeling rich and magnanimous.

Pebblestar circuit: Ida Lewis YC in Newport, RI, hosted the **US Sailing/Rolex Junior Championships** at the end of August. All ten USSA areas were represented in each of the Smythe (Lasers), Bemis (Laser II) and Sears Cup (J/24) competitions. RYC's junior superstar **Rebecca Harris** fared the best of our Area G representatives, placing a respectable fourth in the Smythe competition. Our Sears Cup team (StFYC's Mike Spencer, Paul Allen, Annelise Moore and Brian Mullen) came in sixth, while MPYC's Brendan Richards and Brent Harrill ended up tenth in the Bemis.

Young guns: The "James Gang" (representing Brown University) took the **US Sailing 1992 Team Race Championship** (aka the Hinman Trophy) with a 15-2 record. The winning skippers were Zack Leonard, Mike Zani and Kevin Hall. The event, hosted by Encinal YC, was sailed in the Oakland Estuary on August 27-30 in FJs provided by Stanford University and San Francisco YC. Twelve teams, nine of which came from the East Coast, competed in the long round-robin series. Old Dominion came in second, followed by Stanford (Tom Kuhnle, Brady Sih, Dan Buckstaff). San Francisco YC's team of Gavin O'Hare, Jon Perkins and Matt Beck came in ninth.

Fast women: 1989 Rolex Yachtswoman of the Year Jody Swanson won this year's US Women's Sailing Championship, better known as the **Adams Cup**. The regatta was sailed in Lightnings at Bay Head YC (NJ) on September 17-20. Our Area G reps — skipper Stephanie Wondolleck, Sue Arnold and Elissa McQuillin — had a tough time, finishing ninth out of ten entries.

Last one out turn out the lights: "The maxi circuit is just about dead," admitted someone who should know. "Maybe the owners made a mistake by going off and running races on our own." Indeed the latest **maxi world championship** drew a paltry four boats to Antibes, France, where the tiny fleet is competing under IMS, not IOR, as we go to press. We figure **Bill Koch**'s *Matador II*, with Harold Cudmore calling the shots, will clean house. Koch, incidentally, gets credit for the preceding quote — he stopped by our office to say hello just before heading to Europe. Nice guy, actually.



COURTESY USSA/ROLEX

Rebecca Harris, two-time Leiter Cup winner, recently came in fourth in the Smythe Trophy against coed competition.

Even shorter race notes: In a sign of the times, two-boat teams will be allowed to sail in next August's **Admiral's Cup** in England. The event will retain the three boat format (50-footers, Two and One Tonners), but will only score the top two boats on each team. Three boat teams, therefore, have a decided advantage, but an exceptional two-boat team still has a chance of winning overall. . . . Mark Morita's R/P 50 *Champosa VII*, driven by John Kolius, finished second to *Mandrake* in the final regatta on the **1992 International 50-Foot World Tour**, held last month at Porto Cervo, Sardinia. That finish was good enough to earn *Champosa* overall season honors, the third consecutive year that a Reichel/Pugh design has acheived that feat. . . Does anybody remember Open 30s, formerly Ultimate 30s?



LATITUDE/ROB

Monroe Wingate and date at the Big Boat Series — <u>everybody</u> was there this year!

As far as we can tell, they're as useless as pumpkins after Halloween in this country, but not so in England. The one design **Ultra 30 Circuit** is alive and well there: in fact, overall winner Lawrie Smith made nearly $200,000 (U.S.) in prize money this year!

CHANGES

*With two reports this month from the **Ala Wai Yacht Harbor** on **'Sneaky Iniki'**; cruising the Inland Passage from **Seattle to Prince Rupert**; catching up with noted cruiser **Ty Knudsen**, who's preparing to go on the road again; another **shotgun story** from Mexico; **Rolling Stone** on an enjoyable tour of **Alaska** and **Canada**; good times in mellow **Moorea**; fun at the **Fifth Annual Crab Drags** in the **Sea of Cortez**; and the usual ton of random information in **cruise notes**.*



Iniki Was Sneaky

Tangaroa — Hans Christian
Bill & Joan Holman
(Portland)

"We aren't going to take any chances Honey, we're going to spend hurricane season in the only Pacific island that has never had a hurricane — Oahu." I think I'm going to hear those words repeated back to me for years to come, as they are the reason we came to have our Hans Christian *Tangaroa* moored at Honolulu's Ala Wai Yacht Harbor. And there I was, tracking the course of hurricane *Iniki* on the weatherfax. It looked to me like it was going to pass well to the south of all the Hawaiian Islands with no effect.

Then late Thursday afternoon, *Iniki* hung it hard right and headed straight for Oahu. I really didn't want to see history being made, but I didn't get a vote. Joan and I spent most of Thursday night getting *Tangaroa* ready for the big blow which was expected to start the following afternoon. Double, then triple, docklines were set and chained around the docks and pilings. We turned in about midnight, but then at 0530 the civil defense sirens went off. *Iniki* had speeded up and was bearing down on us. Winds of 180 mph were reported. We removed everything possible from deck and stowed it below; the rest was tied down. We flicked on the radio just in time to hear that *Iniki* has been upgraded from a Category 4 to Category 5 hurricane. My God, a 5 . . . that's like a size Z bra, as big as they get.



CHRIS BERNT

The water along the transient area is usually calm. 'Iniki's' storm surge would bring the water level to almost above the dock boxes.

By late morning the winds had gotten pretty strong and anything that wasn't tied down was airborne. Palm trees looked as though they were lying down to take a nap. Hawaii's Civil Defense people had been doing a tremendous job from the beginning, and they ordered a total evacuation of everyone from within three blocks of the oceanfront. People were also told to get on at least the third floor of buildings to avoid being flooded by the hurricane surge. Joan and I decided that she would evacuate inland to higher ground while I'd stay with the boat, doing what I could and hoping for the best.

Ala Wai Harbor had filled up earlier with boats seeking refuge behind its breakwater. Now that the wind was really howling, there were a lot of concerns. A few boats breaking lose could take others with them, or the docks could break up with the same result. As the afternoon howled on and the tidal surge kept building, it became clear the major danger was the water level increasing to the point where the docks would just float over the top of the pilings. So I got my dive mask on, dove down, and placed a chain around the piling next to us.

At the height of the hurricane, about mid-afternoon, boats started breaking their docklines. One of the residents of our dock located several hundred feet of 5/8-inch line, and four of us went around retying boats before they could start playing bumper cars. The streets and parking lots were flooded with several feet of water. The first floor of the Hilton Hotel next to the Ala Wai was under water, as was the case with almost all Waikiki hotels. The man-made lagoon in front of the Hilton had been reclaimed by the sea, and several large multihulls lay in the midst of all the mess.

Meanwhile back at the Aia Wai things were holding up pretty well. Some of the boats just inside the breakwater were in trouble and at odd angles, but most boats were riding it out okay.

Then toward the end of the afternoon the wind stopped getting worse. Slowly, very slowly, things started to get better. The water stopped rising — with less than a foot of piling showing — and inch by slow inch started dropping. People came out of their boats and began hugging each other.

By dark, the winds had dropped to gale force and the forecast five to 10 inches of rain turned out to only be occasional showers. The parking lots and streets were filled with sand, large rocks, debris of all sorts — including the occasional flopping fish. But the boats were all afloat and largely undamaged.

At the last minute *Iniki* had made a slight left turn, which was to cause the island of Kauai and the north end of Oahu to get the



CHRIS BERNT

Spread; The San Diego-based 'Katie' rides out 'Iniki'. Inset; the same Ala Wai dock under normal conditions.

full impact. Honolulu, on the southern end of Oahu, got a bit less. There were reports of substantial damage to boats and ashore in Kaneohe, 12 miles from us, and boats being damaged and washed ashore at Keehi Lagoon, just three miles from us.

Here at the Ala Wai, we were lucky. The harbor is well-protected from the sea and the surrounding high-rise hotels helped create a wind shadow that lessened the impact.

— bill 9/15/92

Katie — Alajuela 38
Crispy Bernt & Shaun Anderson
Hurricane Iniki At The Ala Wai
(San Diego)

Here we are in the Ala Wai Yacht Harbor on Oahu, and after sailing the 2,250 miles from Bora Bora, I'm bleeding from the worst injury of the month: a paper cut from the Beneteau card in a glossy sailing magazine. No kidding, it hurts like hell. Since we're back in the States, I guess I should hire a lawyer and sue.

Anyway, after getting tired of watching all the topless buxom bathing beauties of Bora Bora, we set sail back for Hawaii and California to, as John from *Quest II* put it, "shake the money tree".

Quest II, incidentally, is one of the most amazing boats I've seen, and her owner, John Walsh of Bethel Island, is truly a genius. It turns out he knows my favorite ex-boss, Oscar Niemeth. Both of them have an amazing engineering talent, combined with a hefty dose of 'lateral thinking'. It takes someone special to translate an original idea into iron and steel — and make it work.

Our passage up from Bora Bora was a little slow, as we had flukey El Niño winds and were using the working sails from a Westsail 32 on a 38-foot boat. But I'm sure glad Bob from *Renaissance* had sold us those three sails cheap, as they are what got us here.

After 26 days at sea, we were at the Ala Wai Yacht Harbor transient dock for less than 12 hours when the slight 'meteorological disturbance' that had been chasing us took a right turn and headed our way. Bob, who also writes programs for the Hewlett Packard 41CV, said that according to his *Storm* program, we were in deep Kim Chee.

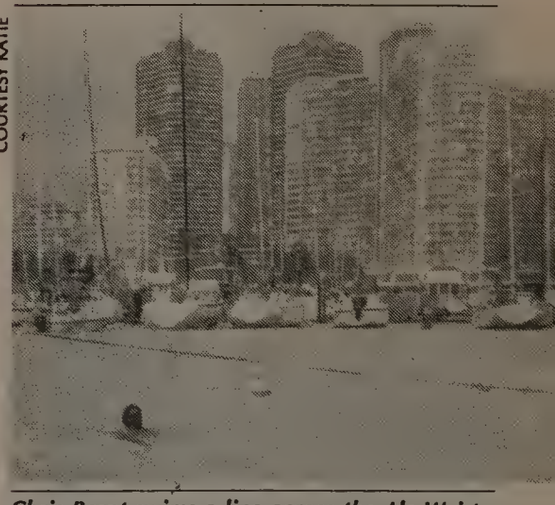
Having lost one of my best sailing buddies, Steve Irey and his boat *Flying Cloud*, to cyclone *Val* off Samoa in 1991, I was a little nervous. For now they'd decided to give the "little disturbance" a name: *Iniki*.

After two days with no sleep, I spent all of our first night in Hawaii making like a 'spider and a web' with our boat. I figure I had four times as many lines set as would be needed to lift the boat out of the water. I had doubled up lines to four cleats on the pier, doubled up lines to four mooring buoys, ran 7/8-inch nylon lines across the harbor to the piles, ran 1-inch chain around the pier and 3/8-inch chain around the pier's supports.

Everything was set to slip and winch so if the water rose 15 or 20 feet, I could deal with it. Some yachties who walked by laughed.

— chris 9/13/92

Chris — We all know that an ounce of prevention is worth a pound of cure, yet not a lot of us want to do anything about it. It we ever get into a bad blow, you're the kind of skipper we want anchored upwind of us.



COURTESY KATIE

Chris Bernt swims a line across the Ala Wai to save one of the six boats he and Roger saved. The boat was slamming her stern onto concrete.

Illini — Perry 47
Crew Don & Ellen Freeman
Inland Passage
(San Diego)

Cruising the Inland Passage from Seattle to Prince Rupert aboard our friend's *Illini* was like being on a California freeway. Lots of recreational boat traffic.

A highlight of the trip was exploring the Seymour Inlet through the infamous Nawakto Rapids. Some 120 miles worth of fjordland water rushes in and out through this narrow bottleneck several times a day,



DON FREEMAN

'Illini' at the 'boat wash' at Kynoch Inlet, on her way to Culpepper Lagoon.

forming some impressive rapids. A newly-published British Columbia chart with current tables included now makes Nawakto Rapids a piece of cake. The more adventuresome folks put their boat names on Tremble Rock, which is located right in the middle of the rapids. They have just five minutes of relatively slack water in which to do it! I found it odd that all the names were mounted on crosses.

Once inside Seymour, there are several fjords to explore, some quiet anchorages and freedom from the crowds of the Inland Passage. The real adventure begins after leaving Nawakto, when you re-enter Queen Charlotte Strait from Slingsby Channel. If you do it on an ebb, you'll get to see what your boat looks like when she's stood on her ends.

One of the most satisfying experiences is visiting the Kynock Inlet, with it's high granite massifs tumbling into the fjords. The area is virtually empty of boats and you can choose from a variety of conveniently placed 'boat washes'. We chose this one on the way to Culpepper Lagoon. This region was recently included as part of Canada's Fiordland National Park. There are absolutely no services here, and you'll be the only boat. The register at the trapper's cabin hadn't had a visit recorded since 1990, the last time *Illini* had visited!

After a month stuffing ourselves sick with fresh salmon, we're back in San Diego readying our own *Star Time*, a Nor' Sea 27, for a trip to Mexico.

— don 9/8/92

Sundowner — Westsail 43
Ty & Toni Knudsen
Getting Ready To Cruise Again
(Hawi, Hawaii)

After a five year absence, Ty Knudsen, one of the leading personalities of the Westsail yacht phenomenon of the early '70s, is about to take off cruising again.

When Ty, wife Toni and son Justin returned to their home in Hawaii in 1987 after nearly 10 years of cruising the South Pacific, it looked as though they might be swallowing the anchor forever. Ty's strength was sapped by hepatitis, and it was unclear whether he'd ever have the energy necessary to cruise again. A change in diet, however, has apparently done the trick.

At this point, Ty is in better shape to go cruising than *Sundowner*. After sailing her home to Hawaii in 1987, she was virtually abandoned next to an old sugar mill. "There was a two-year period during which I never went to see her once," Ty admits. "I decided

Spread; 'Sundowner' trucking toward Papua New Guinea. Inset; The Knudsens at Justin's high school graduation.

if we were going to take her cruising again, I'd have to bring her up to the house to fix her up."

Getting the 17-year old boat up to the Knudsens' home, about 60 miles north of Kona, was easier said than done. "The low-boy driver had to back the rig the last eighth of a mile along a narrow road with corkscrew turns," laughs Ty.

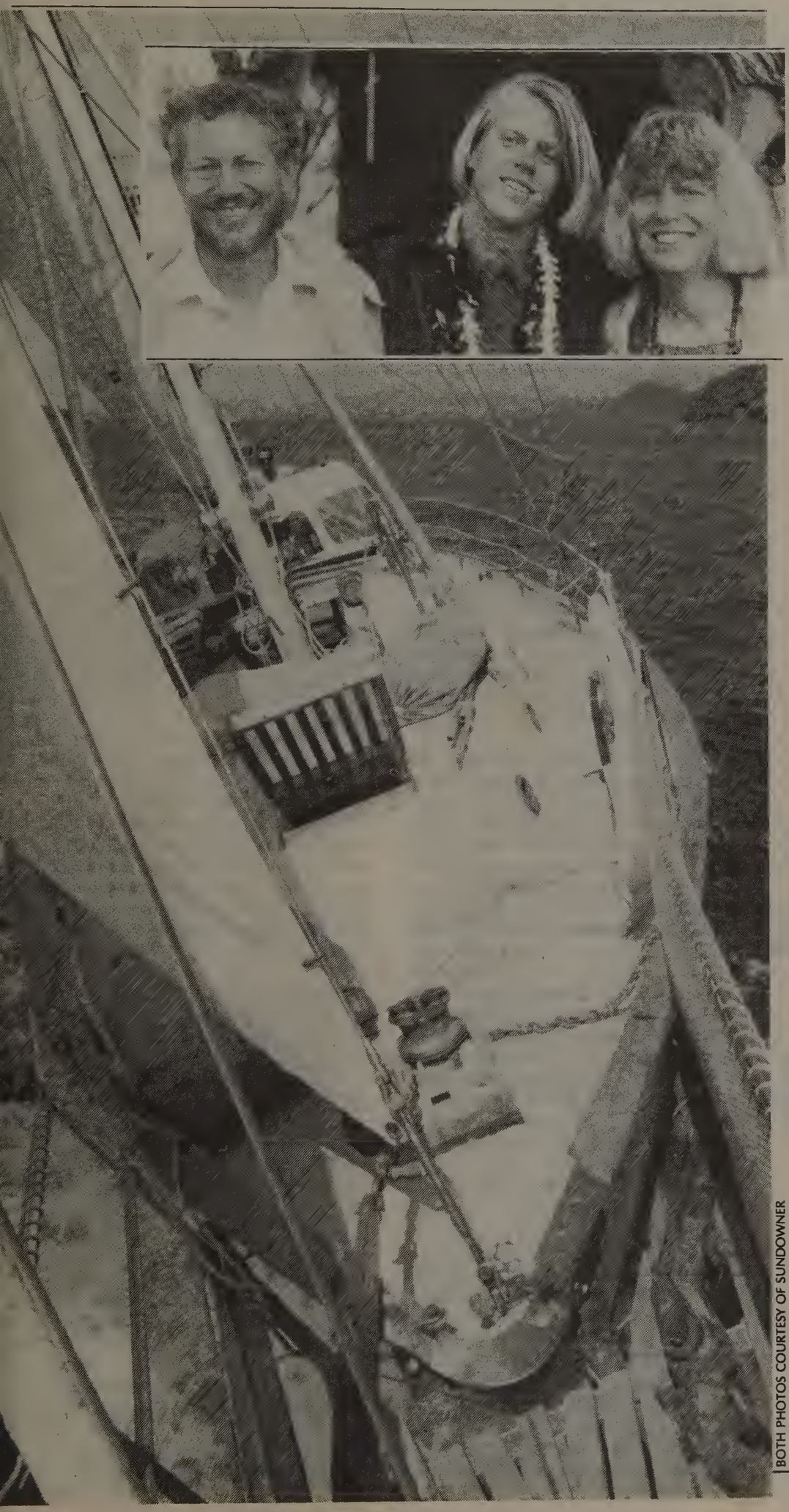
Once *Sundowner*, hull #5 of the Westsail 43s, was in his front yard, Ty stripped her down in order to rebuild her. "I went over the hull carefully," says Knudsen, "and found her to be very good shape. Even though the 43s had what some consider over-built hulls, I had a couple of extra layers of fiberglass added to my boat at the factory. I'm glad I did, because I'm the kind of sailor who can't resist poking into tiny anchorages. So I've hit a lot of rocks. When I hauled the boat in New Zealand in 1985, I found and repaired two blisters. There haven't been any since. Unfortunately, I still had to redo the bottom because damp weather prevented the epoxy barrier coat from adhering properly."

Among Knudsen's major projects have been replacing the diesel engine, renewing the boat's wiring and rebuilding the hydraulics. He's removed the mizzen to change her from a yawl to a cutter. "The mizzen was a little too small for the boat, so I only used it for two things: as a place to hang the radar and to keep the boat pointed into the wind while at anchor."

Also being replaced are the teak hatches and skylights. "That teak stuff is pretty," says Ty, "but after a couple of years it just can't keep the water out. I'm replacing them all with aluminum." Substance over style, as it were.

Knudsen is also making a radical modification by removing the footwell in the cockpit, making it flush. "I needed the extra room for the engine. The way it used to be, I didn't have adequate access for routine maintenance. It also gives Toni more room in the quarter berth and allows me to have a workshop. Furthermore, it will finally give us enough room to sleep outside — an important consideration."

Since Knudsen sold most of *Sundowner*'s electronics upon the end of their last cruise, they will be replaced with new. "It's a good



BOTH PHOTOS COURTESY OF SUNDOWNER

thing," Ty chuckles, "because in the last five years it's all become obsolete." The heart of the new electronics package will be a GPS, radar, weatherfax and Ham radio.

"Radar was a very important tool for us during our last cruise. It's a terrific navigation aid and proved a great help for us when entering unfamiliar harbors. It was also good for keeping track of approaching ships. With the alarm feature, we could all go to sleep knowing the radar would alert us to the approach of any ships."

"The weatherfax," he continues, "became a real tool of choice. For years I used to make by own weather maps by copying code, but it was very slow. With the weatherfax, it's easy to get weather maps — and they can be really important. A good example is when we sailed back to Hawaii from the Phillipines during hurricane season. Four typhoons passed in front of us when we were up around 8 or 9°. But since we could 'see' them on the weather maps, we were able to dive down — assisted by 30-knot winds at our back — and avoid them. It was a huge help, because one of those typhoons packed 120-knot winds."

When Ty and Toni take off again in about a year, they'll be doing so for the first time without their son Justin, who has just entered the University of Oregon. Besides the hepatitis, getting Justin back for high school was the reason for the termination of the last cruise.

"During the last year or so of our cruise, Justin was really pushing to get back with friends his own age," said Ty. "He wasn't really enjoying being out there any more. And when he entered high school, he never told any of his friends about his years of cruising. The important thing for him was to 'fit in' with his peers. But lately that's begun to change. He now says he's had a chance to compare his growing up with that of his friends, and has concluded that he really had a better childhood than any of them. 'I finally realize how lucky I was,' he says. He also tells us he can't wait for summer vacation, so he can rejoin us for more cruising."

While Knudsen is devoting all his attention to *Sundowner* now, he still has fond memories of his first boat. "I still really miss my Westsail 32 *Misty*. There's something about your first boat; I don't think you ever really forget her. When I was back in the Bay Area recently, I spent a little time looking for her, but couldn't find her. She was a good boat for me."

Future plans? Ty says he and Toni will probably head to Alaska first, then maybe down the Pacific coast, through the Canal and over to Europe. "I wouldn't mind going back to my Norwegian roots," he says, "but cruising plans always change." Ty was about to give us an alternative plan, but he had to leave the phone as a mongoose had appeared and began stealing duck eggs from his front yard. Ah, life in the Islands.

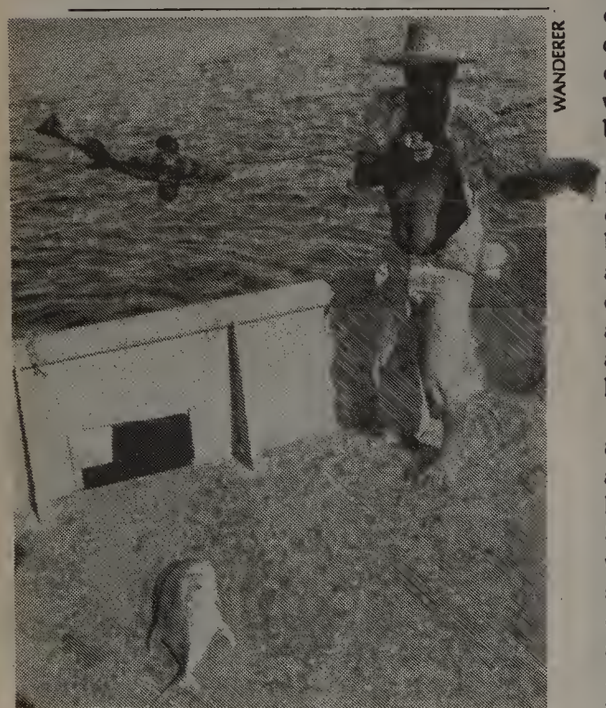
— latitude 38 9/11/92

Windwagon — 50-Foot Ketch
Bob Connelly
Armed And Dangerous
(Sacramento)

In May of 1965, I sailed to Mexico with my wife and two partners on *Windwagon*, a 50-foot wooden ketch. We spent two years circumnavigating the South Pacific, and we carried guns.

In fact, we carried a shotgun, two rifles and a Webley .45 revolver with ammunition. We also carried about 5,000 rounds of .22 short ammunition for trading purposes, very little of which we actually dispensed.

We were in Mexico for about a month



WANDERER

Mexican fishermen can appear mean and threatening, but most are as friendly and helpful as anyone you'll ever meet.

anchored at uninhabited Maria Cleophas, the southernmost of the Tres Marias Islands located 100 miles or so offshore between Mazatlan and Puerto Vallarta. We had been lured there by a diving guide who alleged good fishing. Suffice it to say, the fishing was poor, the anchorage exposed with coral on both sides, and a tour of the island turned up a fresh human-sized grave, some iguanas and damnall else. Due to concern of a southwest blow, we put three anchors out ahead and two astern, and planned to leave at daybreak.

The northernmost of the Tres Marias is home to a Mexican federal prison, and we had heard stories of escapees taking fishing boats and yachts and murdering all hands. True? Who could tell?

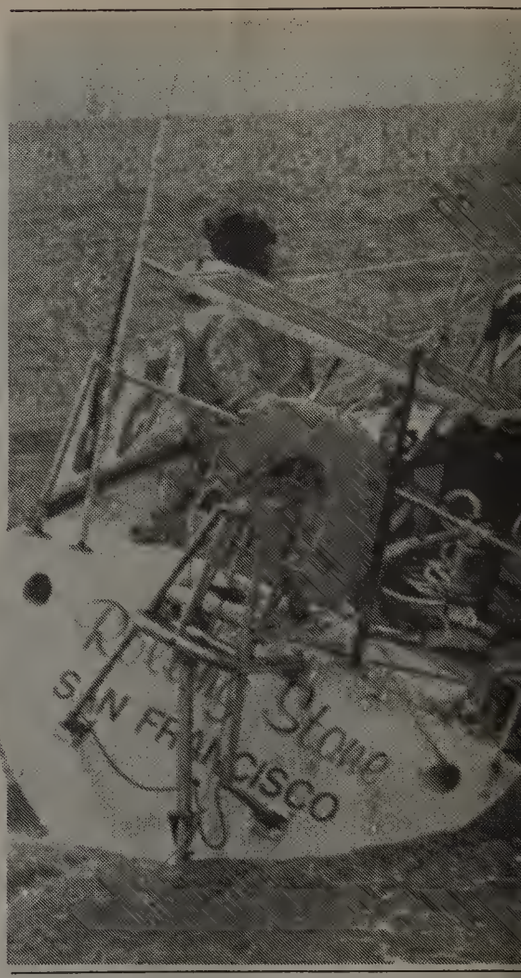
About 10:00 p.m. on that moonless night, we heard a trawler approaching the anchorage. My partner Phil took our aluminum dinghy and rowed out to warn the skipper about all our anchors. We heard him talking, and the trawler anchored just outside of us. My wife, my other partner, and I finished our meal and sat in the cockpit talking.

Sometime later, before midnight, we heard our aluminum boat returning — being metal, it made a racket — and we switched on the spreader lights. What we saw was our dinghy accompanied by four or five dugout canoes, carrying one or two men, each of whom was holding a rifle. And the guy in our boat wasn't Phil.

We shouted at them to stand off and made lots of noise. Nonetheless, they continued to approach. We got scared and brought up the armory, laying the two rifles and the shotgun on the coachroof, everything loaded. Our plan was to shoot around them to discourage a close encounter and, finally, to do whatever necessary to keep them from boarding our boat.

When they were 20 yards or so off, they all stopped and the aluminum boat approached closely, but didn't touch. In their halting English and our equally halting Spanish, we were able to communicate that what they wanted was to give us a huge red snapper, in return for which Phil, who was out getting drunk with their skipper, had assured them we would give them a box of .22 ammo. Only then did we notice that their rifles all had flashlights taped to the barrels. They were planning a nighttime hunt on Cleophas for a stunted specie of deer, and had not one round among them!

As it turned out, they were honest fisherfolk and the nicest bunch of polite people you would ever want to meet. They



would not come on board even when, in our embarrassment, we invited them. They handed up the snapper and we passed them a box of .22s. Later, Phil came back surprised that we were upset.

I think about that night often. Had that night turned out differently, I might be writing from a Mexican slammer rather than Sacramento. We are preparing another boat for a cruise and plan to take arms. It does, however, pay to think it out.

— bob 9/21/92

Rolling Stone — Burns 36
Robbie & Dolores Robinson
Ford's Terror, Alaska
(San Francisco Bay)

A lot of Pacific Northwest water has passed beneath our keel since my last fax, but we, the boat and computer are holding up well. The weather has been pretty good, and the rain we've been having recently has mostly fallen at night. We've done very little sailing and a lot of motoring. You sort of get into the habit of using the motor. As we're still heading north, we only unroll the jib when we get a southerly.

I'm writing this while anchored in Ford's Terror, a 5-mile long fjord which is about 40 miles south of Juneau. Ford's Terror has a shallow pass — just two feet deep at low water — which can only be transited at high water slack. The tide was about 19 feet here today. The books say the current can attain



LATITUDE 38 / J.R.

Can a former ocean racing boat make it as a Northwest cruiser? Robbie Robinson's 36-foot 'Rolling Stone' is not ideal, but adequate.

a speed of 17 knots with a seven-foot overfall! Apparently this fellow Ford was exploring the fjord in a whaleboat and went through when the current was running -- thus the name 'Ford's Terror'.

This narrow fjord, with 6,000-foot mountains and sheer cliffs rising from the water's edge, has been the scenic highlight of our trip. All the mountains are capped with snow and there are waterfalls everywhere I look. We are anchored in front of a waterfall that is holding our boat away from shore and I'm looking at another one through our port. If you can imagine boating in Yosemite — without any other boats — you'd have a pretty good picture.

Speaking of boats, I've been rather surprised at the number of cruising boats we've seen. Four or five had San Francisco as their hailing port, a bunch were from the Pacific Northwest, two from France, one from Australia and one from New Zealand. I expected to have many of the anchorages to ourselves, but have found this to be a rarity. Of course, we're pretty much following the 'book', and suppose most of the other cruisers we meet are doing the same. I suspect if we were to get away from the beaten path — and there are thousands of places to get away — there would be less cruisers. But we've not been in any hurry to do that, as one of the best parts of our trip has been sharing experiences with fellow cruisers — as well as fishermen and locals.

I can't begin to express how friendly the folks we've met have been. Canada, in particular, has a very relaxed pace. Some examples:

We called a cab in Prince Rupert so we wouldn't have to carry our laundry three miles to a laundromat. While waiting for the cab, a woman came by and offered us a ride. It turned out she worked at the laundromat. Once we got there, she handed me the keys to her car and told me I could keep it for the day. All I had to do was return it to her husband on their Mapleleaf 48, as he needed to pick her up by 10 pm.

Also at Prince Rupert, which was extremely crowded with fishing boats, we pulled into a dock which had a sign that read: "Private — Don't tie up". Since it was the only space we could find, we did tie up and ran up to check with the harbormaster. He told us to stay there unless someone came along and collected our fee. We waited for awhile, and then went into town for five hours. Upon our return, we found the owner of the dock had returned with his boat and had rafted *Rolling Stone* outside of her. While leaving the next morning to get fuel, we caught his fishnet in our fishing rod, destroying his net. After fueling, we returned, rafted up to him again, replaced his broken net with our new one, and wrote him a long note of apology. Then we left for town again. When we returned, the owner of the dock had left once again, but had rafted our boat to the one behind his. So it was with great trepidation that we read the note he left for us: "Dear R & D; Hope you enjoy Prince Rupert. Here is my phone number. Call me if you have the time — perhaps you'd like to take a shower." I wonder if I would have been so nice if strangers had caused me so much inconvenience.

Then in Ketchikan we met Ken and Jean, who live aboard their boat. During our stay we had ice cream aboard their boat and showers at their yacht club. When we departed, they gave us two packages of halibut plus a venison roast — which was absolutely delicious. The next day at the Behm Canal, we met a rancher from Montana who gave us two crabs he had just caught and cooked. The day after that in the small town of Meyers Chuck, we got to talking to a summer resident and commercial fisherman. Before we knew it, we were in their home eating fresh homemade ice cream. Later they came down to the boat and we learned a little about commercial fishing.

This kind of hospitality has gone on and on. I guess we must come off as moochers.

JOHN NEAL



Despite the occasional stiff, Canadians are generally relaxed, friendly and hospitable.

The piloting up here has not been difficult, although there have been moments. The two big open water passages, Queen Charlotte Sound and Dixon Entrance, were easy, as we had flat seas and light winds. *Rolling Stone*, however, is not the ideal

vessel for so much motoring, as she goes along at just 5.25 knots and her folding prop doesn't do too well in headwind and a chop. Although slow, we've done fine and seen lots of other sailboats.

I think it's absolutely essential to have *all* the charts plus as many cruising guides as you can find. We're using *Charlie's Charts*, *Chart Atlas I* and *II*, *Cruising Alaska Without Rocking the Boat*, and *Northwest Boat Travel*. In addition, we have books giving the history of the various areas. The tide and current programs we have plugged into our computer have been very useful. They are generally easier to use then the book because you don't have to compute anything.

Our Loran has worked fine except for about 20 miles around Ketchikan. It's even worked here in Ford's Terror. We've found the radar to be very useful, not because of fog, but because the radar 'picture' looks more like the charts than the 'picture' we get with our own eyes.

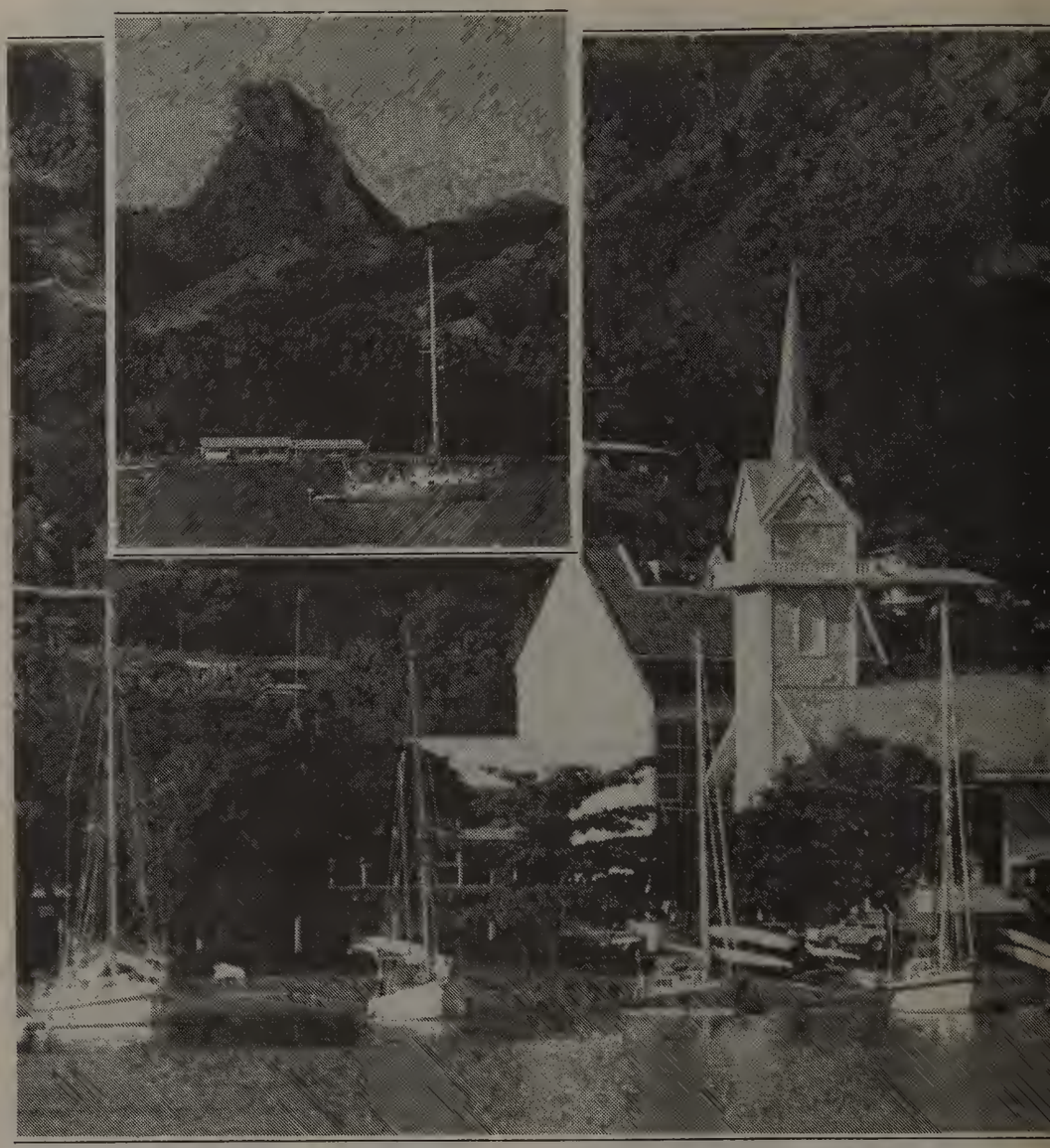
This whole area is a paradise for shrimping, crabbing and fishing. We're not fishermen by inclination and haven't wanted to slow the boat to troll, but I even caught a salmon — the first fish I've caught and eaten in 25 years. It was great!

We're not using refrigeration or ice, so we've pretty much relied on canned goods and New England Boiled Dinners by Top Shelf — which we loaded *Rolling Stone* up with before we left. This has worked well for us. Prices up here aren't as bad as we expected, although it's been easy to spend money once we've hit a town. We've liked every town we've been to — Prince Rupert, Ketchikan, Wrangell and Petersburg. Our favorite is usually our last.

In a few days we'll travel up Tracy Arm to see the glacier at the end. After that we'll stop in Juneau, which is as far north as we plan to take *Rolling Stone* this year. We'll leave the boat in Auke Bay (Juneau transit port) and take the Alaska Ferry to Haines and Skagway. Upon our return, we'll head back south with *Rolling Stone* to Ketchikan, where we'll leave the boat for the winter. It's possible to leave the boat in a slip for less money, but she can't sink if she's hauled out. The haul-out is $400 and the monthly storage fee is $96.

August 18 Update: We finally got to Juneau after hiding for two days while a gale blew itself out. We've decided to leave the boat in Juneau rather than Ketchikan, having met someone who will liveaboard through the winter and pay the slip fee. Since we don't have to sail south, we'll probably be able to make it all the way to Sitka.

— robbie 8/12/92



Spread; the end of the Quai at Papeete is the least crowded. Inset; 'Connemara' at Cook's Bay.

Dawn — Nicholson 39
Jeff & Dawn Stone
Mellow Moorea
(Sausalito)

After nine months at the Ala Wai Yacht Harbor in Honolulu — and with our brand new Isuzu engine purring nicely — Jeff and I set sail for Papeete on May 9. We didn't anticipate a tough trip, but that's exactly what we got.

It was 23 days before we sighted Papeete, and every minute of it had been sailing to weather! Because we were always hard on the wind, we had to keep the hatches and ports closed. So even with the fans going 24 hours a day, it was very hot. The days were long, but it would cool off in the afternoon, at which time we'd look forward to fresh water showers from the ever-present squalls.

We talked with our cruising buddies, Marilyn and Leo Gulley on of the Alameda-based *Hawkeye*, on SSB every day. They stopped at Fanning and Penryn on their way to Tahiti, and hearing their commentary about the islands they visited kept our spirits up as we continued to slog along.

Nights during the passage were often the best, as they were usually gorgeous with as many stars as I have ever seen. As we approached the equator, new stars would appear. The crossing of the equator was fun; we got all dressed up for the traditional ceremony in which we were officially promoted from pollywogs to shellbacks — or something like that.

Our Nicholson 39 held up well during the trip, and we only had two moments of terror. The first came in the middle of the night — bad things never happen during the day — when we blew out the genoa. Fortunately, we were able to safely get it down and back aboard the boat in a reasonable amount of time. The second bit of terror, also in the middle of the night, was a wave that came out of nowhere to hit us on the beam as Jeff was coming up into the cockpit. The wave lifted *Dawn* most of the way out of the water, caused the prop to cavitate, then slammed her down so hard we thought she'd broken in two! Thank God Jeff wasn't washed overboard and there was no damage.


WANDERER

Between the two of us, we read every book on the boat. We also fished, catching a nice size Ahi which provided many delicious meals. We made orange liquor and definitely went a little crazy. There was plenty of marine and bird life to see, especially near the equator. We encountered a school of dolphins, two beautiful pilot whales which stayed with us for a long time, schools of tuna which bounded out of the water, and a wonderful red-footed boobie which landed on the bow of the boat and visited for awhile.

My personal claim to ecological fame was jumping off the boat in the middle of the ocean to retrieve the plastic coffee filter which had gone overboard. Needless to say, it was a quick trip and my adrenaline was really pumping.

What a thrill after 23 days to see Tetiaroa! Owned by Marlon Brando, the island is just 30 miles north of Tahiti and announces that you have arrived. Unfortunately, by the time we reached Papeete it was dark, so we elected to stand off until morning. When we finally pulled up to the famous Quai, which is right on the downtown waterfront, we had to jam ourselves in stern-to with all the rest of the boats.

The largest city in French Polynesia, Papeete is charming. Actually, it's not that large, with just a few blocks of downtown. But there are all sorts of shops to see and a great open market where you can buy fresh produce — much of which I didn't recognize — as well as fish, meats, vanilla beans, flowers to die for and baguettes by the thousands. Ferries to nearby Moorea and other islands constantly come and go, and *Le Trucks*, the brightly-painted public buses, are always on the go.

We stayed in Papeete for a week, spending most of our time resting, cleaning the boat and having the torn sail repaired. We ate at the 'roach coaches', which are mobile food vans that park near the ferry landing each evening. When they arrive, they set up their various stools, tables, lanterns and BBQs, and begin serving pizza, crepes, chow mein, steaks — you name it, they've got it! The 'roach coaches' are not only a lot of fun, they're the most inexpensive way to eat in Papeete — which is a *very* expensive place to dine.

Jeff's favorite coach was *La Gaufres* (the waffle), where he'd order a waffle topped with bananas, chocolate and about two-inches of whipped cream. Personally, I wonder if he kept coming back for the waffles — or the two beautiful girls, one French, one Polynesian, who worked there.

While in Papeete, we had a wonderful reunion with our friends Kevin Foley and Patti Zorn, whom we had fooled around with in Honolulu last winter. Kevin singlehanded their Yankee 30 *Connemara* from Honolulu while Patty flew down. The two had left their boat anchored in Moorea and taken the ferry to Papeete where they met us. After much tale-telling and rum, they convinced us that Cook's Bay in Moorea was the place to be. So we picked up our newly repaired sail and checked out — a bit of a hassle since the officials had forgotten to issue some necessary papers upon our entry — and headed 16 miles across the Sea of the Moon to Moorea.

I will never forget our entry into to Cook's Bay. It was late in the afternoon, and after negotiating the entrance through the barrier reef, we sailed into the most beautiful spot on earth. The bay is small, only about two miles around, and surrounded by huge jagged mountains that are the remains of an old volcano. Lush tropical plants climb the cliffs and palm trees line the shore. There are no large buildings, mostly modest homes and bungalows along the water. The town of Pao Pao, which consists of three stores, a bank, a few restaurants and three small hotels, is strung along the bay.

Cook's Bay is very deep, but to the left and right of the entrance are lagoons with turquoise blue water that is great for snorkeling and shelling. We were startled at how uncommercial and unspoiled Moorea is


WANDERER

Almost everybody, including the Wanderette, is struck by the spectacular beauty of Cook's Bay, Moorea.

— and it's one of the most popular islands with tourists.

Right now we're anchored right off the Bali Hai Club, a time-share condo and hotel resort with all their rooms over the water. The club has a lovely restaurant, big open



COURTESY GALADRIEL

beach bar, swimming pool and indoor showers. All the club's facilities are available to cruisers at no charge — you're just required to be a good guest and spend a few dollars at the hotel. We are thrilled with the showers! On Tuesday and Friday nights they have a happy hour that is a big event on the island. Locals, hotel guests from all over the island and cruisers come for the half-price drinks and socializing. Given the price of drinks, happy hours are an important event.

There were only six boats in the bay when we arrived and have never been more than 12 so far. When Marilyn and Leo arrived on *Hawkeye* a few days later, Kevin and Patty, and Dawn and I really threw a welcome party for them. We'd all spent a lot of time wintering together in Honolulu, and we were all back together again in such a beautiful and exotic port.

We've been in Cook's Bay for just over two weeks and I don't know where the time has gone, but we're just having the best time. I found some wonderful shells snorkeling and we rented a car and went all around the island — which is only about 25 miles and consists of a few very small towns and an occasional modest hotel. Club Med is two bays over. We toured the island distillery, where they make brandies and liquors out of pineapple and other tropical fruits. We were a merry group after just 15 minutes of tasting, as the brandy is 80 proof!

We've met a lot of nice people, be they locals, from other boats or hotel guests. One local couple, a Frenchman and his Polynesian wife, joined us for dinner one night on our boat. They've invited us to their home for a traditional Tahitian feast, and we're really looking forward to it.

Now that Andrew and Gary have arrived, have rested from their long flight, have settled in and become accustomed to the topless women, we'll soon be headed to Huahine, which is supposedly rural. Shows you what I know, as I thought Moorea was rural! I will be sad to leave Cook's Bay, as I could easily have spent much more time here. But going to new islands and learning about them is the most fun part of cruising for me.

— jeff 7/5/92

Readers — While on their honeymoon, The Wanderer and Wanderette briefly bumped into Jeff and Dawn at Cook's Bay. "We can only echo their sentiments," said the Wanderer. "Moorea in particular is everything that California is no longer: tranquil, clean, reasonably-paced, spectacularly beautiful, relaxed and friendly. It's really something special."

Fifth Annual Crab Drags
Sea Of Cortez
Joyce Clinton — Galadriel
(Isla Monserrate)

The Fifth Annual Crab Drag Races were a great success, with 34 boats gathering for this major 'by cruisers, for cruisers' event. Isla Monserrate was chosen as the site, both because the lack of no-see-ums and because there was room enough for everyone to anchor safely.

What are the Crab Drags? You really have to be there to understand, and even that doesn't always help. "What are we doing?" wondered one participant. Basically it's just like the Kentucky Derby except, 1) it's held in the Sea of Cortez rather than Kentucky, 2) crabs race instead of horses, and 3) it attracts a better class of people.

Slated for the 18, 19 and 20th of August, the Drags actually began a little early as boats from as far away as La Paz began anchoring at Monserrate as early as the 16th and 17th. So the 'beer can' race to Isla Monserrate had to be rescheduled for a race back to Puerto Escondido. But that went by the board, too, as did the end of the Drags, with the approach of an unwanted visitor by the name of *Lester*.

In any event, by the night of the 18th, the tent was raised, the lights, generators, tables and boom boxes set-up and made operational. Even the race courses were finished by the time everyone arrived on the beach with a tongue-boggling number of pot-luck dishes and partying on their minds. The evening's entertainment was provided by Terry of *Erotica*, the prime mover behind the Crab Drags. The big crowd gazed spellbound at a flickering screen which was playing a video Terry and Joyce of *Galadriel* had made during their trips to Isla Benedicto and Isla Socorro. For better or worse, their excellent video will no doubt be responsible for an increased number of cruisers visiting those special islands this winter.

The second day was spent fishing, snorkeling, boardsailing, dinghy racing, bow diving and sleeping. Well-rested, everyone was ready for the first event, the Hermit Crab Drags. Jim and Tammy Baker of *Blue Moon* called out the rules, as everyone gathered around a large circle in the sand. The crabs, many of them dressed in 'costumes' by their owners, were lovingly placed under a bucket in the center of the arena. With the race about to begin, the various owners whispered words of encouragement and/or threats of mortal harm — whatever they thought would get their crab to high-tail it across the finish line.

When Tammy finally raised the bucket, the crowd went wild! Hoots and hollers



could be heard for miles as the owners urged their crabs to finish first. The top three Hermit Crabs owners were: Gordon, *Blue Moon*; Lindsay, *Blue Moon*; and Joyce, *Galadriel*. Owners of the best decorated crabs were: Rob, *Scout*; Lilly, *Sossity*; and, Lynn, *Endless Summer*. Children, some from as far away as Texas, dominated the event.

When the cheering stopped, everyone dashed off to find their entrants for the big event, the Ghost Crab Drags. Finding an entrant is no easy task, as these crustaceans are lightning-fast — and dangerous. To get one you need heavy leather gloves, a flashlight, a net or towel, a bucket, super-fast reflexes and nerves of steel. Oh, and plenty of bandages to stop the bleeding should a Ghost Crab get the better of you. Several ear-splitting screams pierced the night as owners hunted for entrants.

Above left; The Crab Dragsters. Below; Emotions run wild at a furious Ghost Crab finish.



COURTESY GALADRIEL

Some participants are better at catching Ghost Crabs than others. Lynn of *Endless Summer* had by far the most unique technique. With no equipment other than his cat-like reflexes, he'd madly chase the crab into his hole . . . then follow him in by digging frantically, until he caught the crab. Sure, he had to dig a hole big enough to bury a VW, but he'd always come out grinning with a Ghost Crab in hand. His wife, Deloris, just shook her head. She didn't know he was so talented when she married him.

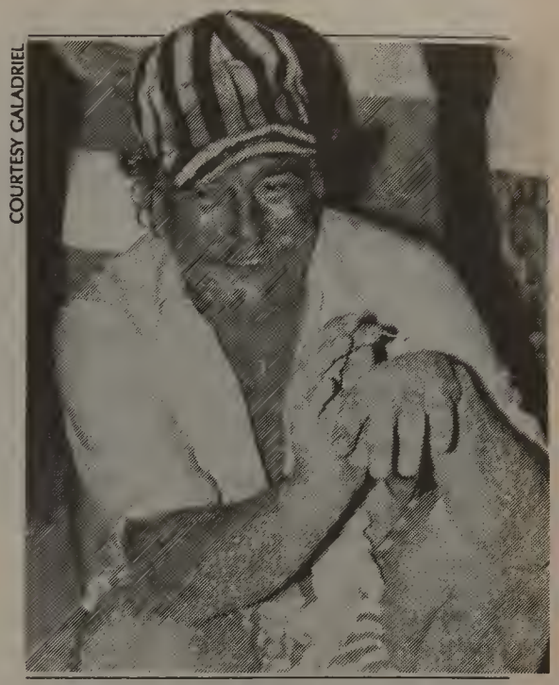
With crab in hand — or bucket — the participants gathered around the 'track', which consisted of two runways 20 feet in length and 5 inches wide. At the end of the track stood the 'Crab Catcher', whose job is to kneel at the end of the track and catch the crabs who are hurtling down the sloped track. Although the life-expectancy of the 'Crab Catcher' is less than that of a *Spinal Tap* drummer, Rich of *Succubus* volunteered.

Two at a time, the brave owners brought their competitors to the head of the track. They held them very carefully, as even over the roar of the crowd you could hear the 'snap' of claws as the crabs desperately went for human flesh. Once the starting signal was given, the Ghost Crabs took off down the track, urged on by a 'goosing feather' each owner was allowed to use.

The eliminations went on until the 'Ultimate Racer' was found. Owned by Derrick of the *Outrageous* stable, 'Elvis' proved he was king of the Crab Drags. Unlike the America's Cup, there is a second at the Crab Drags. It went to a Ghost Crab owned by Jolene of *Endless Summer*. At the conclusion of the exhausting event, everyone retired for the evening to 'lick their wounds'.

The next two days were filled with more competitions, but these between humans. Terry of *Erotica* brought in fish for everyone, which made the Fish Cooking Contest a delicious taste treat. Lorie of *Resande* took top honors, which won her a dinner for two at El Nido Restaurant, one of Loreto's finest.

The last night was even more exciting as hurricane *Lester* began to make his presence felt. The clouds rolled over the island and the rain poured down. The next morning



COURTESY CALADRIEL

Finish line 'Crab Catcher' Rich of 'Succubus' — one brave man.

everyone scurried to their prospective hurricane holes and hoped *Lester* wouldn't seek them out.

Those of us that hid in Puerto Escondido were lucky. Of the 90 boats at anchor, only about 20 dragged, and there was little damage. Many thanks go out to the guys who braved the 60+ knot winds at 0300 to help those in need and to secure the unattended boats. Some of those brave and crazy guys were Lynn of *Endless Summer*, Dave of *Questor*, Steve of *Sea Dancer*, John of *Malaguena*, Terry of *Erotica*, and John of *Arctic Age*.

Once *Lester* departed Puerto Escondido, the Inner Harbor was full of floating debris. So Lynn of *Endless Summer* organized a Clean Up Party and Pot Luck. There were people everywhere collecting garbage. Would you believe 70 bags full? Lynn got the 'Instigation Award' and dozens of cookies for his efforts.

Just another week in Baja!

The cruisers attending the Crab Drags were: *Sossity*, Lilly & Dewey; *Princess*, Gunther; *Endless Summer*, Lynn, Deloris & Jolene; *Galadriel*, Joyce & Terry; *Mallard*, Bobbie & Merv; *Windsong*, Jerry & Vickie; *Steppin'Out*, Larry & Dottie; *Arctic Grayling*, Mike & Jodie; *Breezin Up*, Grady, Kate, Marina & Elvin; *Dream Merchant*, Jim; *Ahuna*, Bob, Bob & Peetie; *Harbinger*, Kay & Tim; *Obrigado*, Kemie & Mike; *Marlin*, Garth, Jenny & John; *Sapo*, Mary; *Blue Moon*, Jim, Tammy, Lindsay & Gorden; *Noras Aurora*, Mike & Sue; *Hydra*, Larry & Desa; *Thenna*, Jim, Nynke, Jennifer & Nigel; *Arctic Ace*, Gene & Pam; *Free Run*, Patrick; *Casual Water*, Amy & Tim; *Resande*, Lorie & Morrie; *Windseeker II*, Darrel & RoseMary; *Outrageous*, Derrick & Robin; *Questor*, Dave & Gladys; *Sweet Lorraine*, Johnny &

CHANGES

Audrey; *Topaz*, Jess & Connie; *Succubus*, Rich; *Cirrus*, Rudy; *Simpatico*, David & Ruth; *Scout*, Lynn & Rob; *Gene-Jo*, Bill; *Chez Cheri*, Bob & Judy.

— joyce clinton
with additional information from mel white

Cruise Notes:

In a time when every level of U.S. government is displaying unprecedented imagination in the creation of new fees, it's pleasant to learn that just the opposite is happening in Mexico. Previously, cruisers heading to Mexico had to pay $30 at a Mexican Consulate to get a Crew List. As of September, that **fee was dropped**, apparently in order to encourage folks with boats to come south.

Cruisers who want to fish are still required to pay fees for both the boat and each individual. Boats between 23 and 29 feet are charged approximately $45, while boats over 29 feet are charged $67. Individual licenses run about $27 a year. If you're the rare cruiser who doesn't plan on fishing in Mexico, you are not required to get a license. But if you even carry just hooks and line, you can be busted. Given the amount of fish most cruisers catch and consume, the fees are a bargain.

Hot on the heels of receiving the news about dropped Crew List fees, we received a rumor that cruisers in Mexico will no longer have to check in and out of each port. This would be great news, as checking in and out consumes a lot of time and *pesos*. Unfortunately, Guillermo Bonborestel Boncenas, Port Captain at Cabo San Lucas, told *Latitude* that such rumors are absolutely untrue.

One Northern Californian heading to Mexico this winter is Dave Sheldon, a former Marin who resident who has been cruising Southern California for the last year aboard **Quark**, his Nor'West 33. After returning to Marin for *Latitude's* October 7th Mexico-Only Crew List Party at the Sausalito YC, Sheldon will fly back to San Diego, provision, and say *'Adios!'*.

Sitting around the office, some of us got to **wondering how** hurricane *Lester* could have come before hurricane *Iniki*. After all, hurricane names are supposed to be in alphabetical order. Besides, how did a Polynesian such as Iniki — it means 'pinch' or 'little nip' sneak onto the list? Stumped, we called the National Hurricane Center in Florida. Grumpy from obvious overwork, they nonetheless had a good explanation.

Unknown to most folks — ourselves included — there are three, not two, hurricane zones in the Pacific. There's the Western Pacific Hurricane Zone, the Eastern Pacific Zone (Mexico) *and* the Central Pacific Hurricane Zone (from 144° to 180°W). Most tropical storms and hurricanes in the Central Pacific reached that status while still in the Eastern Pacific (Mexican waters), so they have already been named. Such is the case with *Lester*. Only a few, such as *Iniki*, develop into tropical storms or hurricanes while in the Central Pacific. When they do, the office in Hawaii gets to name them. Since there are so few, they don't bother starting at the beginning of the alphabet. And for fun, they don't bother sticking with boring Eurocentric names.

How do you beat the heat of a Sea of Cortez summer? Craig Uhler, who sailed there from San Francisco a year ago aboard **Kiku Maru**, did it with three months of land travel to the Canadian Arctic where it's 70°. That's latitude, not fahrenheit. On the way north and south, Uhler stopped to visit his friend Keith Holmes, owner of **Lady Guinevere**. Advising that "to know Holmes and enjoy his company is one of the rare pleasures in life", Uhler is delighted to announce that Holmes and his boat are about to join Uhler and *Kiku Maru* in "the search for the perfect anchorage". Happy hunting, guys.

"We finally did it," write Roger and Deb Donaldson of Breckenridge, Colorado and the vessel **Dreamer**. "We were so far behind schedule when we left San Diego in late April that we skipped Mexico altogether. Roger and I both *loved* sailing across the Pacific: the challenge, the beauty, the freedom of being totally self-reliant in the middle of the ocean. These were the positive feelings which far outweighed the negative feelings we experienced the last six days of our passage, when we were hit by one squall after another. Because of the heavy rain and large seas, we had to keep our hatches battened down, which resulted in cabin temperatures of about 90° — much too warm for comfort. Although the rain, heat and having to fight the violent motion caused by 8 to 12 foot seas made us tired and irritable, I distinctly remember *not* wanting to make landfall. I just loved the sense of freedom and tranquility I experienced at sea."

Of Interest To Mexico-Bound Cruisers

If you're looking to meet southbound cruisers, hone your cruising skills, pick-off marine gear bargains, eat free burgers, attend cruising seminars and tipple a few drinks, mark these dates on your calendar:

October 16 - 18 — Catalina Cruiser's Weekend at Two Harbors. Hosted by former Northern California cruisers Doug and Jamie Owen of *Teal*, there'll be cocktail parties, swap meets, seminars, equipment demonstrations and all kinds of other activities. There is a fee for moorings and some activities. Call Jamie at (310) 510-0303.

October 18 — Minney's Yacht Surplus Annual Swap Meet and Cruiser's Party in Newport Beach. This event is for southbound cruisers *only*. The swap meet is in the morning; the party — when Ernie cooks up a hundred pounds of pork and taps into a couple of kegs — is in the afternoon. Swap meet booths go fast and space limits the party to 200, so call early. Free. (714) 548-4192.

October 24 — Pacific Marine Supply's Cruiser's Kick-Off Party, the San Diego original, starts at 6:00 p.m. Free refreshments and many fabulous prizes. For southbound cruisers *only*, reservations are required. Note the change in date, as it was originally scheduled for October 31, Halloween. Free. (619) 223-7194.

October 25 — Seabreeze Limited will be presenting seminars from 2 - 5 pm on weatherfaxes and cooking & provisioning. There is a $20 fee per workshop. (619) 223-8989.

November 7 — The Kona Kai International YC will hold their 6th Annual Cruising Kick-Off Party from 7 - 9:30 p.m. Experts on southern cruising will answer questions on communication, provisioning, charts, etc. All who attend will receive a 'Cruiser Directory' of all who sign up. Food and drinks will be available. $2. (619) 223-3138.

November 8 — Downwind Marine's Cruiser's Pot-luck at Shelter Island from noon until dark. Bring utensils and a dish, and they'll bring the burgers, dogs and soft-drinks. Free.

Downwind is also offering a whole raft of seminars on everything from 'Survival At Sea' to 'Radio Communications'. They start in October and run thru December 9. All but the Spanish classes are free. (619) 224-2733.

Some Like It Hot

Latitude's 5th Annual *Some Like It Hot* California to Mexico Cruiser's Rally starts anytime after October 31 and before February 15. All you have to do is sail to Cabo, stopping as many times as you wish, then sign-in at The One That Got Away Bar & Grill in Cabo San Lucas. All those who 'enter' get their boat name painted on the wall and a chance to win a 'Some Like It Hot' T-shirt.

Pam Ostrander, who owns and operates The One That Got Away, will be hosting the Cabo Net on Channel 22 each morning at 0800. TOTGA will also provide mail and parcel holding as well as most of the other services that used to be provided by Papi's Cruising Center.

Based on a letter to the editor in the April issue of the *Journal of The American Medical Association*, those of you headed to Mexico this winter might watch out for **flying fish**. Not little flying fish, but big flying fish — such as wahoo:

"A 69-year old man was fishing off the coast of Baja when a wahoo, approximately 150 cm long (4.5 feet) and weighing 22.5 kg. jumped from the water and bit him on his nondominant left upper extremity . . . emergency first aid treatment was given at a Mexican clinic.

"To our knowledge, this is the first reported case in the English-language medical literature of a bite injury caused by a leaping fish. The wahoo . . . also known as ono . . . is widely distributed from Maryland to Venezuela, from lower California to the islands of the South Pacific. Its razor teeth are noted to demand cautious handling. In tropical waters, the wahoo swims on the surface in search of squid and other fish, and has variously been described as making 3.6 to 9-m leaps from the water."

Thank you, Dick Fine, M.D., of San Francisco General Hospital, for passing that along.

While we haven't heard of any sailors being bitten by fish flying through the air, there have been several cases where they've struck helmsmen. If we remember correctly, on one TransPac boat a large flying fish crushed the binnacle and another nearly knocked-out a driver. So be careful, it's a jungle out there.

Attention **Matthew Naglar**. In the August issue you wrote in asking about getting crew positions on the East Coast. We mentioned there were some crew clearinghouses in Fort Lauderdale, but couldn't remember the names. Reader Pat Healy does. They are Crew Unlimited at 2065 S. Federal Highway, Fort Lauderdale, FL 33316. The sign-up fee is $40. There is also the Sacks Group at 1600 17th St. Suite 410, Fort Lauderdale, FL 33316. Their registration fee is $75.

World Cruising Ltd., the folks who have brought the sailing world the wildly popular ARC Rallies from the Canaries to the Caribbean, the *Europa '92 Around the World Rally*, and right now, the *America 500 Rally*, have announced a *1994 Around the World Rally*. Like the first one, this event will start in Gibraltar — with an alternate start in San Diego — and circle the globe in just 15 months. During a telephone interview, we asked Gwen Cornell, wife of founder Jimmy Cornell, if there were any plans to slow the pace of the Around the World Rally. A number of entries, including Dick and Lona Wilson of the Modesto-based Stevens 47 **Kite**, complained that the pace left them bone-weary and without the time to enjoy all they wanted to see. These reservations not withstanding, Gwen said the 1994 rally would follow the same route at the same pace. "After all," she explained, "if you wanted to see everything, it would take at least four or five years."

Speaking of the *America 500 Rally* from Spain to 'The New World', Cornell reports that Dick and Lona Wilson's *Kite* will be the official representative of California. Dennis and Susanne Robbins' Swan 46 **Razzmatazz** is another local entry, and there may be more. There are 40 US entries, ranging in size from *Ishtar*, Robert William's Dana 24, to *Eliza*, Alexander Lange's Ocean 80. Also entered is Lester Fike's Swan 651, *Show Me*, a vet of Sea of Cortez Race Week.

Oakland's John Decker, who is a big help at *Latitude*, will also be a part of the *America 500*, but aboard the German-owned Seafinn 37, **Solvige**. Decker filled out an *America 500* Crew List application while in London a while back. The application featured a bunch of boxes to check regarding qualifications and so forth, and left Decker little opportunity to stand out as an individual. Putting himself in the frame of mind of an owner, he figured the two things he'd be most concerned with in new crew is that they not be moody and they not be picky eaters. Decker's wife is a gourmet cook, and John knows how frustrating it is for her to have slaved to make a special meal and then have someone say, "Could you take the brown things out of mine, brown isn't my color." So under one of the boxes — asking something like 'Do you get seasick?' — Decker scribbled: "Adaptable personality" and "not a fussy eater".

Wilhelm Pohl, the owner of *Solvige*, received 53 applications from the America 500 office. The list was quickly whittled down to 10, and Decker's name was at the top. John figures probably because he squeezed in those few comments. In any event, Pohl sent him a formal invitation accompanied by a nice photo of the boat and a picture of the crew "jaybird naked"! Decker figured the second photo was the owner's way of introducing the crew as not being uptight. Indeed, they hardly seem irresponsible, as one is a dentist, another is an eye doctor, and the third is the dentist's gourmet-cook wife. All are fluent in English and looking forward to a great time. They'll depart Palos, Spain, on October 12 for the Canaries. We'll have a report.

Southbound cruisers need to remember that what we in the United States often consider to be discards, are eagerly welcomed in the fishing villages of Baja and the poorer sections of Mexico. Clean clothes, pencils and paper, balls and bats, medical equipment and supplies — just about anything would be gladly accepted. Anne and Doug Murry, who left San Francisco for Mexico last November aboard **Murmur**, their Liberty 458, know just one such place:

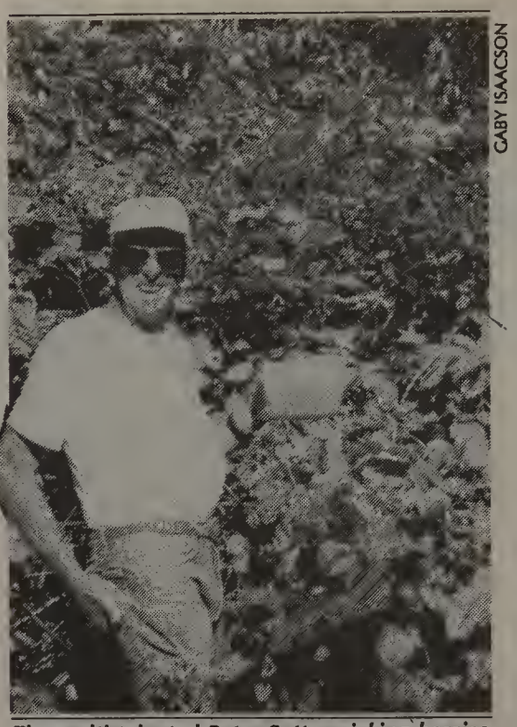
"At Chacala, a small bay north of Puerto Vallarta, we met Dr. Linda del Valle, a wonderful doctor who runs a clinic in nearby Las Varas for the local people. We ask that all members of the cruising class of '92-'93 bring down donations. They welcome anything that's in good condition, and wouldn't mind cash donations so they can buy medical supplies. Dr. del Valle has a home on the point called Mar de Jade, which is a retreat and language school. Many medical students and visitors come to help at the clinic.

"As for us, we're back working in Northern California for a time while our boat cools her heels in Costa Rica. We're happy to report that cruisers are indeed wonderful people, and that we didn't have any problems in Mexico."

Dr. del Valle is an old friend of *Latitude*. We encourage any support given her and her work.

John Neal and **Mahina Tiare** recently

CHANGES IN LATITUDES



GABY ISAACSON

The multi-talented Peter Sutter picking berries for his evening pie.

put into Puka Puka, the westernmost of the Cook Islands. Neal says the people can't remember the last time a yacht visited. He was accompanied by a Cook Island doctor, who has been setting up temporary clinics wherever the Halberg-Rassy 42 has gone. Neal and *Mahina Tiare* expect to be in New Zealand by the end of November.

Gaby Isaacson reports she and her husband Glenn bumped into Peter Sutter and *Wild Spirit* in Pender Harbor this summer. Sutter was picking berries and that evening "cooked the best berry pie ever". Sutter said he'd be back in San Francisco Bay soon — he's been gone cruising for six or seven years on his Wylie 36 — to fix up his boat. He'll then take off cruising again. Why the heck not?

Bill Cambon sailed his 30-foot trimaran **Driftwood** to Mexico a couple of times, as well as Hawaii, Tonga, Samoa and all those good places. He even spent six months on Palmyra. But he's sold the boat so that he and a friend can buy a locally-built Amazon riverboat. They want to head upriver and collect artifacts. The problem is, Cambon is having trouble finding charts and other information that would help him in his adventure. If you can assist, write him at HCR, Box 7210, Joshua Tree, CA 92252, or dial (619) 366-3470.

Think you've got *all* the **cruising toys**? We doubt it. Simpson-Lawrence recently began distributing an American-built underwater television camera. That's right. If you're too tired to jump in and check out the tropical fish or if the water's too cold to check out some wreck, you just toss the camera and its umbilical cord over the side. Except for sharks, the unit is safe to 50 meters and has its own built-in halogen lamp. The above-water viewing screen is only four inches across, and unfortunately is just black and white. It does have two neat buttons, however, one which turns on the halogen lamp, another which rotates the camera head. Known as the FM-1000, it retails for a little over $3,000. Be the first in your anchorage to own one.

Should you wait until you've got 'enough' money to go cruising? Guiliano Dabre, who is preparing his Challenger 40 **Serenity** says 'no'. His explanation is a good one: "Money will always be around, but we won't."

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9-FT MONTGOMERY sailing dinghy. Excellent condition. Complete w/oars. List price $1,700, Asking $900 or b/o. Honda 10 hp outboard longshaft, $750. Origo alcohol stove, $90. Wetsuit for windsurfing, medium, like new, $90. Call (408) 970-9239 nights/wkdn, (408) 481-4247 days.

CAPRI 14.2. Like new w/galvanized trailer. Always stored inside, main & jib, beaching keel & rudder, flotation, straps. Perfect starter for wonderful sailing experience. $2,200 or b/o. Call (707) 425-3476, (707) 486-5017.

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14-FT FLYING JUNIOR. 2 sails, oars, 4 life jackets, trailer. Good condition. $800. Geri Tolchin, 721-7658 (San Rafael).

9.5 DINK. F/G, row or sail. $700 or b/o. Call Paul (707) 447-3086.

FOR SALE. Sails and dinghy. Free standing twin genoas, new, wire luff 36'x6"x32"6"x21'8", LP 19' 10", 6.5 oz. dacron. Fatty Knees sailing dinghy, good condition. Call (415) 565-2579 (dys), (415) 472-0640 (eves).

14-FT LIDO W/TRAILER. 3.5 hp motor, jib and main. Great boat for the solo sailor or fun for the entire family. Good condition. $850 or b/o. Call (707) 426-2357.

24 FEET & UNDER

19-FT O'DAY MARINER, 1966, fixed keel, sleeps 2, big cockpit, new rigging, bottom paint July '92. Full cover, 2 jibs, 2 mains, compass, anchor located Berkeley Marina. $975 b/o. Call (415) 558-9113.

MOORE 24, 1981. One owner, trailer, lake/dry stored. Immaculate bottom, new main, 5 head sails, 3 spins, o/b, VHF, Loran, depth, o/b pole, battery, new autopilot. $10,000 firm. Call (916) 221-2678 (eves).

CATALINA 22. Johnson 5.5 motor, trailer, main and jib. Good condition throughout. Swing keel, ladder, sleeps five on cushions, extras. See at Inverness Yacht Club. $3,000. (415) 669-1073.

ETCHELLS 22, US277. New main, 2 jibs, 2 spin, plus numerous inventory. New mast and rigging, Red Rowe trailer. Race ready, all excellent condition. Motivated seller, best offer. (707) 795-0348.

J-24, 1980 Performance, 1992 Suzuki 4 hp o/b, new bottom paint, trailer, KM, DS, VHF, $9,800. (707) 253-8711.

FOR SALE: 1969 22-FT COLUMBIA sailboat, new rigging, sleeps 4, 6 hp o/b, & radio. $1,750. 16' Hobie Cat w/trailer & new sails. $800. (510) 886-7778.

O'DAY 23 110 jib & main, 7.5 Honda, sink, portapotti, safety gear, solar panel, beautifully maintained, shoal draft keel, excellent Delta boat, berthed at Hidden Harbor, owner motivated, must sell. $5,000 or offer. (702) 322-9290.

J24. Original owner, good condition. Located in Vallejo. $7,900. (206) 486-0805.

WEST WIGHT POTTER 19. Main, roll furling jib, spinnaker, electric keel raiser, 4 hp Mariner with generator, slide up rudder, VHF radio, sleeps 4, tilt trailer, 5-ft. tongue Ex. condition anchor, misc. gear. $5,500. Bud, (415) 579-7337.

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16-FT O'DAY SAILBOAT, new condition, with trailer. $2,300 or offer. 435-9260.

FOR SALE 1979 MONTGOMERY 17-FT. Main, jib, jenny, Seagui, trailer. New standing & running rigging. $4,500 obo. Great boat. (916) 641-8593 (eves or lv msg).

SANTANA 22 hull #95, looks great, sails great, rigged for single-handing. DS, KM, VHF, compass, windvane w/light, spreader light, anchor w/ 150' rode, 6 hp Evinrude w/alternator, marine head, main, jib, genoa. Emeryville berth. $3,900 b/o. (510) 644-0519.

LIGHTNING, 19-FT open centerboard, 1984 built by Nickels, Includes trailer and two sets of sails. Beautiful clean condition. (415) 543-3752 (wk), (415) 456-7650 (hm).

MacGREGOR 22, 1985. Trailer, 7.5 hp Honda, pop-top with curtain enclosure, epoxy bottom, many extras $6,500. (916) 349-0884.

505, 17-FT RACING SAILBOAT. All fiberglass, full set of sails including spinnaker, trailer & all major rigging in good shape. Needs some TLC. This boat is in very good condition. Call now. $1,250 or b/o. (916) 357-5482.

LIDO 14 with 2 sets of sails, trailer w/new tires. $850. Call (702) 588-2535 (eves), Lake Tahoe.

SANTANA 22, excellent condition, 2 sets of sails, 1987 Suzuki motor. Sausalito berth. $3,000. (415) 366-2850 (hm), (415) 366-4180 (wk). Anxious to sell.

ISLANDER BAHAMA 24. Berthed Gas House Cove, S.F. Full keel, sleeps 4, VHF, Seagull o/b. $4,000 b/o. (415) 731-1168.

21-FT CLIPPER MARINE. Trailer, boat, sails, great condition. Pier 39, Gate, Delta vet. Lots of fun. 14-ft with trailer. Fast and fun. Needs sail work. Sabbott good sail, good condition. Trade all for bigger boat. Lv msg (510) 455-5055.

FLYING FIFTEEN, U.S. 1869. 2-man international keel boat. Displacement 700#, 400# in keel. Boat is very civilized, but still planes on a reach. New U.K. main, jib, spinnaker, boat cover, lifting bridle. $2,800 or b/o. (510) 632-0906.

SANTANA 22. New 5 hp Nissan, DF, main, jib, club-footed jib, spinnaker. Lines led aft. $3,500 or b/o. (415) 592-9576.

NEWPORT 20. Berkeley berth. Fast, weatherly, stiff and ready to sail. Recently replaced sails. Good for overnight sails with two cabins and head. Outboard, VHF, battery charger, two-person inflatable. $3,000 or b/o. (415) 601-7102.

CAL 20, 1962. Fair condition. One set sails, radio, rebuilt 5 hp Johnson. Berthed Jack London Square. $1,200. (510) 649-9756.

VENTURE 21. Swing keel, main & jib, trlr new tires, 4.5 hp Evinrude, head, bunk cushions, roller reef boom, KM, new rigging & sheets, exc. cond. See at Alameda Marina dry berth #723. $2,500. Call Ken (415) 872-5914 days, (415) 592-6395 eves, lv msg.

23-FT CORONADO. Fixed keel. 5 y/o Johnson 9.9 hp w/electric start, battery charger. Main, 2 jibs, sail covers; tiller and engine covers. Compass, VHF, portable head, stove, sink w/10 gallon water supply. Sleeps 4. Bottom paint and buffout Fall '91. Trailer. Clean, well maintained, good log and records. Great Bay boat. Owner buying larger boat for liveaboard. See at Emery Cove Marina, slip #9. $7,800 or b/o. Rick (209) 576-7635 (msg and eves).

17-FT MacGREGOR VENTURE SLOOP & trailer. Swing keel, 4 berths, Tanaka 300 o/b, low miles. "By Clear Lake and Tomales Bay - needs new home." $1,790. 60 lb CQR, 200+ rode, $350. 9-ft Zodiac and 4 hp Johnson o/b, $550. Call (707) 823-7205.

NEPTUNE 24. Dual axle trailer, power winch, rollers, new brakes, 7.5 Honda, speed/log, depth, compass, stove, porta-potti, 2 sinks, 2 ice box, Halyards aft, cruising spinnaker, bow/stern pulpit, life lines, bimini, cockpit cushions, custom interior, extras. $9,500 b/o. (415) 494-1654 (d), Kevin.

16-FT VANGUARD 470. New main and jib. Registered '92 with trailer. Trapeze spinnaker. $700 or b/o. (415) 641-8163 lv msg.

SANTANA 21. Fixed keel, 4 sails, lifelines, compass, 4 hp o/b, all gear. Fortman berth avail. Owner relocating. A fun Bay boat, we'll miss her. $1,500 or b/o. (510) 527-4167 or (503) 284-6385.

24-FT CUTTER. Falmouth style, glass hull, teak over, ply deck, Spruce mast, beautiful mahogany interior. Well built, very strong, needs cosmetics. Tandem trailer. Good boat at $19,500/let's talk. (805) 927-1983.

MONTGOMERY 17. Salty singlehander w/extendible trailer. Hawaii/Mexico/Bay capable. Mainsail (two reefs). 150% reefable genoa on Harken furler, 110% jib, storm jib, 5 hp Seaguli, custom tent, marine head w/tankage, stove, sink, anchors, jackets, etc. Beautiful! $5,900. (415) 664-5210.

CAL 20. Fixed keel, 2 jibs, 2 mains, 3.5 hp Yamaha, porta-potti, sleeps 2. Good sturdy starter boat. Rob (510) 229-3181.

CAL 20. Trailer, 6 hp Evinrude, Solar Electric system and accessories. Great for lake or Bay sailing. Clean, fresh water sailed. $2,750. (916) 823-6867.

SAN JUAN 24, 1976. Needs some work. Sale or trade. $3,500. (916) 583-9420.

CATALINA 22, 1981. Trailer, swing keel, OBM, pop-top, new cover, DS, speedo, fwd hatch, pulpits, life lines, lines aft, s/s swim ladder, galley, new stove, bilge pump, raise mast singlehanded, white w/blue shear stripe. Excellent beautiful. $5,200. (510) 516-2877.

24-FT COLUMBIA CHALLENGER, 1963. Full keel. Upgraded mast and boom. Inboard Palmer gas engine. Jib, 150% genoa, vang, teak grate. Double reef main, reefed at both points, VHF, ice box, stove, some safety equipment. '92 fees paid. $3,000. (707) 429-9844.

PEARSON 23-FT, 1982. Cat rigged, immaculate. $4,700. Ericson 23, 1968, $1,500. Both boats best offer, or trade up. Leave message. Chris Kunnen (510) 548-4688, ext. 329.

S-2, 6.8, 22-FT w/dual axle trlr, flat deck, shoal draft swing keel, radio, porta-potti, sleeps 4, single sink, 15 gal. water tank, Sausalito berth, 7.5 Merc. $5,500. (415) 332-8784.

PEARSON ELECTRA 23-FT SLOOP. Perfect Bay boat. Full keel, 2 sets of sails, storm jib, spinnaker, Johnson 6 hp. $2,500.(805) 492-4060.

COLUMBIA 22. Good engine and hull. Needs some work. $1,000 or b/o. Will trade up or down for sailboat with trailer. Call Don at (916) 972-1680.

CARL SCHUMACHER DESIGN. Pyramid 660. 22'10"x6'4", 800 lb. Trapeze, open-ended cockpit, 400 lb keel kitboat. Make offer. Jim Antrim design "Wing Dinghy". 15'5"x5'4", 155 lb, 100 sq ft cat rig. Super fast (sails in circles around Lasers). $1,500. (510) 769-0602 (days), 522-5838 (eves).

25 TO 28 FEET

ISLANDER 28, 1981. Diesel, 3 jibs, North genaker, roller furling, self tailing winches, DS, KM, Loran, AM/FM cassette, teak interior. Excellent Bay boat.$19,500. Randy (510) 655-1900 (dys), (510) 530-5220 (eves).

28-FT HAWKFARM. Active one-design fleet. This is a very competitive boat with a great group of people in the class. I would like to sell the boat or trade for another boat. Call 937-7024 for more info.

BALBOA 27, 1982. VHF, DS, Loran, new Honda 15, standing hdrm, trailer, 2 burner stove, marine head, holding tank, 20 gal. water, 12 gal fuel, Shoal draft, new roller furling, new Autohelm. A steal at $12,500. (707) 576-0934.

CUSTOM SINGLEHANDER 27-FT, flush deck cutter, 1984. Fin keel with skeg hung rudder. Strong Airex core. Fiberglass hull. Meticulous construction. Offshore equipped, 4 sails, B&G, depth, AP, VHF, solar, propane stove, windlass, chain. Recent diesel/max prop. $27,000. (206) 293-4048.

SANTA CRUZ 27. Fresh Kevlar sails. New mast and rigging. Epoxy bottom. Trailer. Winning race record. Dry sailed. $11,800. (415) 366-0305.

MacGREGOR 25. Original owner, 7.5 hp Honda, VHF, knot, depth, compass. Set-up for singlehand sailing, trailer incl. $4,000. (415) 598-9861.

PACIFIC SEACRAFT 25-FT Double-ender. $18,500. VHF, autohelm, depthsounder with alarm. Two Danforths, with chain & Rodes. 8 horse Yanmar. 20 gal. fuel, 40 gal. water. 5 sails, 8' Avon, blue canvas convers for everything, 2 batt. Slip 90, LaHaina, Maui. (619) 461-1266, (808) 661-4045.

CATALINA 27, 1977. Great condition, inboard Atomic 4, main + 3 jibs, compass, VHF, DS, KM, AM/FM cass. stereo, dinette, dual batteries, battery charger, auto bilge, shore power, head w/ holding tank. $9,500 or b/o. (916) 487-0534.

CORONADO 27-FT, 1971. Good Bay/Delta boat. Sleeps 5, club jib, 10 hp Honda o/b. Epoxy bottom 4-91, good starter boat. Prime Delta location. $7,000 b/o. (209) 931-5872.

WHITING 1/4 TON *MAGIC BUS.* Good condition, Mylar 150%, 100%, new spinnaker, 3.5 hp o/b, KM, depth. $5,900. David 545-3511.

ISLANDER 28, 1977. Absolutely sharp. Tabernacled mast, wheel steering, Mariner roller furling, Atomic 4, teak & oak interior, main, 115%, 130%, 150%, storm jib, 110 VAC shore-power system, holding tank w/mascerator, 4 primary winches, VHF, windspeed, knot/log, Autohelm self-steering and more. (805) 985-1704, (805) 642-2266.

CAL 2-27, 1976. Excellent conditon. All-teak interior. Roomy cockpit. Diesel inboard. VHF, KM, DS, battery charger. Four headsails: 75%, 100%, 130%, 150%. Price includes Santa Cruz sublet. $12,500. (415) 851-3129.

CAL 2-27 in great condition and with Santa Cruz slip. Deep-six your foul-weather gear and buy your mate a new bikini. Sail to Capitola and raft-up for an overnight party. $9500 gets the boat and realizes the fantasy. (415) 859-2659 (dys), (415) 851-7228 (eves).

NEWPORT 28 MKII 1981. Universal diesel, VHF, Signet 1000 depth/speed/log, Navik autopilot, 110 shorepower, tiller steering, cockpit cushions and shade cloth awnings, deluxe teak interior. $14,000. Call Ron (916) 481-0982 (eves).

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VANCOUVER 27. English built to Lloyd's specification '83. Designed, constructed, and equipped for serious long distance cruising. This beautiful veteran cruiser is in excellent condition with complete inventory. $49,900. For particulars: Revilla, 448 Bellflower Blvd, #t20, Long Beach, CA 908t4.

BRISTOL 27 by Pearson. Lines led aft. New 2/92: standing/running rigging, Loran, AP, VHF, DS, canvas. 2 Danforth, CQR. Heavy duty main, 2 reefs, t35% genoa, jibs 100%, 75%, spinnaker, 8 hp o/b, etc. $9,500. (5t0) 528-42t6 (before 8:30 pm).

ISLANDER BAHAMA 26-FT. Cabin cruiser, excellent condition, loaded. One: main, 15 hp DMC, VHF, depth, knot, whiskerpole, autohelm, flare kit, complete repair kit, integral tarp, rope ladder. Two: compasses, extinguishers, batteries/charger, hand pumps. Three: jibs, anchors, charts, life jackets, Nav lights. New lines, zincs, seats, AM/FM cassette, refrigerator, stove, two sinks, fan, BBQ, phone. Beautiful interior, standing headroom, high pleasure, low maintenance. Must see. $10,900 or b/o. (510) 549-4932 (hm).

MacGREGOR 25. Excellent condition. Comes totally equipped w/trailer and 7.5 hp o/b. Perfect for Bay cruising or trailering to your favorite lake. Lots of extras for comfort and convenience. Must see to appriciate! $6,000 or b/o.(415) 331-5226.

CAL 2-27, 1978. Superb condition. Roller furling with luff tape. Spinnaker with snuffer. All lines aft. Single line reefing. VHF, knot, depth. AM/FM cassette. New cushions. Aluminum gas tank. Two anchors. $t8,500. (707) 427-1901.

CUSTOM WYLIE 28, *Animal Farm.* Consistent MORA winner. Many recent improvements. Call Rod 388-2666 or Ciaran 697-7628.

CAPE FOUL WEATHER 25, 1975. Fiberglass 145, 135, 120, 90, VHF, full keel, 7/8 rig, tweaked rudder (needs to be hauled). As is $4,000. Yanshee 23. Full keel, 3/4 rig, glass/ply, t960. $750. Joe (4t5) 780-93t3.

BALBOA 27, 1979. Shoal draft, trailerable sloop. KT, DS, VHF, AP, more. Florida, Mexico and San Juan Isl. veteran w/trailer and singlehanded mast raising system. Tow vehicle optional. $15,800 or b/o. (510) 65t-9465.

CATALINA 25, 1984. Swing keel, pop-top, 2 batteries, solar charger, 110 and main, DF, VHF, stereo, 2 anchors, epoxy bottom, 7.5 Honda, all safety gear, Tandem axle trailer. $11,500. Call Mike (9t6) 622-7130 ext. 277 days or call (9t6) 333-t799 eves.

CAL 25 SAILBOAT. Spinnaker, mainsail, jib and jenny. 9.8 outboard. Great condition. $2,750 or b/o. (9t6) 777-70t8.

28-FT PEARSON, 1986. Assume 35k loan @$550/mo. Nothing down. Excellent Bay cruiser w/ Sausalito berth. Fully equipped, wheel steering, dsl, 3 sails, dodger, electronics (WS/AWI/KL/DS), stereo. Sleeps 6. H/C water and shower. Excellent condition. (4t5) 331-8366.

S-226-FT, 1982. Superb condition. Less than 100 hours on engine/sails (5). New interior/battery. Micro, refer, VHF/stereo, DS, KM, enclosed head, v-berth, swim ladder, shorepower, 5'10" headroom. $14,500 or possible trade power boat. (415) 455-0515.

CAL 27, 1972. New mast, boom and rigging. Pineapple main and jib. New gennaker. Sleeps 5, stove, new seat covers, Evinrude outboard, VHF, 2 anchors, pop-top, head. Fantastic Bay boat. Berkeley upwind slip. $7,800 or b/o. Call (5t0) 548-8350.

25-FT GAFF CUTTER. Custom made, wood & glass, hard chine, bow sprit. Good sails, sail cover, exc. 9.9 o/b, compass, depth, lights, stove, sink, sleeps 4, roomy for its size, extras. San Leandro berth. $6,750. (415) 948-5874.

NORDIC FOLKBOAT *Shanty.* Wrong phone number submitted last month. A classic beauty - professionally stripped, varnished and deck painted 1991. 3 mains, 2 jibs, 3 hp Seagull. Racer, daysailer, liveaboard (we did). Berthed S.R., owners in Colorado. $4,500. Call Mark Dutton (303) 444-5747.

26-FT CHINESE JUNK, 1956. Teak planks and carvings. 3 masts, 2 elect 15 hp o/b, galley, enclosed head. Needs sails. Asking $3,600. (4t5) 62t-4042.

26-FT HARASTY SLOOP. Strip planked Port Orford cedar, blt t980 Sausalito, lead ballast, Volvo t5 hp, anchors on bowsprit, Navtec, radio, fath, full cover, inflatable, propane stove, stereo, dodger, much more. A lovely contemp. classic! $t2,900. Health forces sale. Call (707) 938-4328.

HAWKFARM 28. Competitive SF-YRA one-design fleet since 1977. Affordable, durable, and fun to sail. Boat, motor and sails in excellent condition. $16,000. (707) 257-3577.

27-FT CAL T2. Excellent condition. 2 mains, 3 jibs, spinnaker, inboard dsl, VHF, stereo, knot log, depth, stove, more. Great racer/cruiser. Forced to sell. $9,800 or b/o. Kevin (510) 522-8553 eves.

STEPHENS 26, 1949. Lovely wooden sloop designed & built for S.F. Bay. Sturdy & pretty as she is, with minimal cosmetic work will be a knockout. Ready to sail. Redwood City. $2,250. 6 hp Johnson available. Call David (4t5) 948-8482, (4t5) 948-8453.

PEARSON TRITON 28. Classic. Excellent condition, full keel, well equipped, sail anywhere. New LPU topsides. $t t,500. (707) 963-4558.

NEWPORT 28, 1974. In good sailing condition. Atomic four inboard, new prop and bottom paint 1/92, 350' anchor rode, depth finder, new compass, two speed winches, low down and assume 0 interest financing till 1/94. $6,300. (510) 486-1025 in Emeryville.

SANTANA 525, 1980. Good condition, new battery, rigging and bottom paint, no trailer, compass & knotmeter, 7.5 Evinrude motor. Good Bay or lake boat, very fast. $5,000. (707) 526-5350.

ALBIN CUMULUS 28, 1982 (Albin 85). LOA: 28-ft, beam: 9.25 feet, disp.: 7100 lbs., ballast: 2,800 lbs., draft: 4-ft (shoal keel). Yanmar dsl, main, t t0 & new 85% jib. No blisters to date. Boat located at Richmond Marina Bay, D52. $16,500. Call (510) 215-2340.

CATALINA 27. 9.9 long shaft o/b, radio, main, jib, whisker pole, anchor, radio, DS, life vests. Good condition. Hauled in 1992. Battery charger. End of season special $3,200. Tom (408) 257-1192.

SAN JUAN 28, 1978. In excellent condition. New interior, 4 cyl gas i/b, race equipped PHRF 164. $13,500 includes 5 hours of professional sailing fessons or maintenance. (4t5) 574-8895.

MacGREGOR 25, 1984, with 1990 Johnson 9.9 hp o/b and trailer. Main, jib, genoa, spinnaker. 4 winches, all lines aft, compass and all safety gear. Comfortable, roomy interior. Bottom painted 4/92. Looks new and sails beautifully. Only $5,t00 b/o. (415) 927-4565.

MISTRESS NEEDS NEW HOME. Back injury ends 12 year romance with Santa Cruz 27 trailerable sailboat. Trim, slim, fast and agile. Self-tailing winches, center point mast hinge, 9 sails, outboard engine, trailer. $9,600. John 258-06t6.

FOR THE PRICE OF A 25-FOOTER. Buy this Clipper Marine 32-ft F/G sloop. Center cockpit, wheel steering, shoal draft. Standing headroom, sleeps six, shore power, hot/cold pressure water, enclosed head. Charles w: (415) 599-30t3, h: (415) 225-0345. At Oyster Cove. $8,900.

NORDIC FOLKBOAT *Spray.* Please help her recover from neglect and lien sale. Main, 120, working and storm jibs. No outboard. $2,000 b/o. (707) 426-6016.

ERICSON 27, 1974. Atomic 4, refrigeration, stereo, new VHF, sleeps 5, 6'1" headroom, upwind S.F. Marina Green berth. (Gas House Cove). $7,900 or b/o. Bill (4t5) 285-9684.

CAL 2-27, 1975. Clean, well-equipped racer/cruiser. Active Bay fleet. New bottom May 1991. Main (2), jib, spinnaker. Atomic 4, VHF, DS, KM, stereo, shorepower. $t3,000. Moored Jack London Square. Call Bill (209) 523-1455 eves. One owner.

SANTA CRUZ 27. Has most everything. IRS needs the money. $9,500, firm. (916) 922-5562.

CAL 28, 1964. Clean, well-kept. VHF, Yanmar diesel, 4 sails, depthsounder. Great Bay or Delta boat. Sleeps 6. Must sell soon. $6,800. (5t0) 439-2003.

BILL TRIPP DESIGN. 27-ft Coronado, 1972. Great shape. Recent: rig, sails, diesel, batteries, bottom, much more. Must sell, moved inland. $7,950 b/o. (707) 226-3550. Will take up to $2,500 in trade.

CATALINA 27T, 1985. North full batten main 1990. Lazy jacks, 3 roller furling jibs and gennaker, dsl FWC, teak wheel, dodger, complete cockpit cover, 2 speed winches, self-tailing. KL, D, AW/S, VHFm, Automac alternator control. $22,500. Trailer $2,000. Paul (702) 322-8820.

29 TO 31 FEET

J/29, '84 MASTHEAD. Custom hinged Forespar mast. 12 bag North inventory. Lightweight 10 hp inboard. All the good options. Signet KM, Sailcomp, VHF, autopilot, RDF & lots of other stuff. Great race record, fun cruiser. $32,000. Call Stan (7t4) 635-5573 (d), (3t0) 592-t660 (e).

RANGER 29, 1974. Very clean. July haulout. Atomic 4, KM, VHS, DS, good sail inventory. Must sell. $t6,500 b/o. (510) 490-3288.

30-FT YORKTOWN SLOOP, 1971. 16 hp Albin inboard, Tabernackle mast, new upholstery, sleeps 6, full boat cover, 6'3" headroom, forward cabin, VHF, Loran, stereo, 10' beam, 5 1/2 draft, excellent liveaboard. Many extras. $15,000 b/o. (510) 687-8400 (w), (510) 687-8690 (h).

ISLANDER 30, 1984. Excellent condition. Roller furling jib, cruising chute, Yanmar diesel, extensive teak interior, many accessories. Sausalito berth. $29,500. Call (510) 820-6569 eves.

WOODEN KETCH. Hearshov H-28 modified, 31-ft long, double planked mahogany on oak frames, very good condition, no rot, needs some cosmetic work, lots of varnish. Bought for $t7,000 two years ago, $4,500 invested. Price $13,000. (415) 468-3495.

CUSTOM MARINE UPHOLSTERY
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CASCADE 29, 1968. Well-found masthead sloop. No grab rail covers. Yanmar, Navico, Ritchie, KM, DS, Lewmar, VHF, Origo, woodstove, lines aft, ground tackle, wheel. $11,695. (415) 587-5824.

30-FT S2 9.2C, 1979. new main, 110%, 150%, Harken furling, KM, DS, Loran, VHF, dodger, dinghy, Fortress, upholstery, reefer, h/c pressure and BBQ. Comfortable liveaboard cruiser w/roomy aft cabin. Super clean! $32,500. (510) 814-0622.

CATALINA 30, 1983. Excellent condition, fully equipped with Santa Cruz slip. Call for details. $32,950. (408) 267-1998.

J/30, #116. Excellent racer w/cruise accommodations. Fully equipped w/Signet wind/speedo/depth, and SailComp digital compass. New spar and standing rigging. Extensive sail inventory. 2 cyl Yanmar dsl. $31,500. (805) 659-1470.

BODEGA 30, 1977. Full keel low cost cruiser w/ KM, depth, wind spd, Loran, new VHF, MD7A Volvo dsl w/260 hrs. New cushions, cabin sole and tiller. $24,500. D: (510) 782-9300, E: (510) 568-5529.

COLUMBIA 8.7 (29-FT), 1979. Yanmar dsl, low hrs, VHF, KM, DS, compass, 2 speed winches, 3 sails, cockpit cushions, new canvas, teak interior, sleeps 5, galley, head, stereo, battery charger, auto bilge pump. Two boat owner. Price reduced, $17,500. (510) 614-9446.

CASCADE 29. Strong F/G cruiser. 25 hp Volvo dsl, new dodger/lee cloth, Autohelm, Loran, VHF, DS, KM, 5 sails incl. spinnaker. Beautiful mahogany interior. No "B.S.". $12,000 firm. (415) 365-8798, (415) 364-8771.

CHEOY LEE OFFSHORE 31-FT KETCH. F/G w/ teak trim. Atomic 4 w/low engine hrs. Wheel steering, roller reefing, DS & lots of equipment. Cozy cabin w/wood stove. Excellent condition. $20,500. (510) 236-6623.

ISLANDER 30 MKII, 1972. Now $11,500. Best buy. Palmer gas i/b, tiller, plus new inside cushions, batteries, wiring, water pump and alternator. Five good sails and spinnaker. At Vallejo Municipal Marina, H-40. (707) 255-9387, msg.

OLSON 911-S, 1989. Like new condition. One owner boat has all equipment and gear placement done by dealer and designer. Headfoil, hydraulic backstay, running backstays, Lewmar tiller extension, full instruments, Martec folding prop, Marion racing sails, ocean racing equipment, epoxy barrier coat, shore power, battery charger, AP, Loran, VHF/FM. Beautiful spacious interior incl. h/c pressure water, shower, extra ports opening to cockpit, stereo, and two-burner stove/oven. E-Z on/off deluxe dodger. Gary, w: (415) 375-8844, h: (415) 344-6976.

CATALINA 30, 1978. Diesel, all teak interior, tall rig, wheel, 2 tanks, pressure water, macerator, double lifelines, double sink, roller furling genoa, spreader lights, radio, DF, non-skid decks, shower in head compartment. One owner, well maintained. $22,500. (415) 387-4265.

CATALINA 30, 1977. VHF, knotmeter, fathometer, wheel steering. Atomic 4, low hours, runs good. 3 sails. Barient 22 primary winches. Interior very clean. Excellent Bay boat. Motivated seller. $17,500. (415) 591-0877.

RAWSON 30, 64. 900 hours on Volvo dsl, new main sail, VHF, DS, Autohelm, many improvements. Great cruiser. $15,000. (415) 873-3431-3203, ask for Lee.

PEARSON 30-FT. Volvo diesel, Loran, VHF, KL, WI, DS, roller furling, dodger. $16,500 or b/o. (415) 737-9824.

COLUMBIA 29, MKII. Sparkman & Stephens des. Handlay up F/G, 15 hours on Atomic 4, twin forestays w/self-tending jib for cruising. 5 sails. Excellent condition. $12,500. Call anytime (510) 769-8350.

30-FT MOD H-28 KETCH. Just back from Mexico and ready to go again! Over $60,000 spent on complete renovation '87-'90. All new - sails by Sutter, standing/running rigging by Bay Riggers, dodger, cushions, covers, canvas by Starbuck, Yanmar dsl, Monitor vane, two APs, propane stove, oven/heater, W.C. skipper head, stereo, ICOM M-56 VHF, Loran C, SatNav, speed, depth, log, tri-color, S.T. Barients, much more. Must see!. Call for complete list. $23,000/offer. Out of water survey in '91. (415) 454-5545.

OLSON 911S, 1988. Ericson built. Excellent condition. Lewmar winches, clutches, hatches. Harken blocks and roller furling. Hydraulic backstay, solid vang, double spreader, folding prop, spinnaker gear. Elliptical keel and rudder. Pressure hot water. Call for info. package. $47,900. Voice mail, Roger, (713) 798-4498.

CAL 29, 1970. Clean, dsl, refrigeration, anchor windlass, Profurl roller furling, new Loran, VHF, depth, KM, propane oven, compass, anemometer (wind speed indicator), Barient two-speed winches, three anchors, AP, heavy rigging/lifelines, dodger, Bimini, beautiful custom interior. U.S. Coast Guard documented. Boat is rigged for ocean sailing (Hawaii vet) and singlehanding. Great liveaboard. Lots of extras. Must sell. $17,000. (510) 865-4454 after 6 p.m. or on wknds.

CATALINA 30, 1982. Mint condition. May '92 haul/paint. Diesel, wheel w/compass, wind speed/point, depth, speedo, AM/FM cassette, pressure water w/shower, alcohol stove, barrier coated, no blisters. (707) 523-4121.

MOORE 30, 1985. Clean freshwater boat. Sale or trade. (916) 583-9420.

PEARSON 30, 1978/92. All systems either rebuilt or upgraded. new running rigging and deck hardware w/lines led aft, new Harken traveller, new fully battened main and jib. Cabin completely upgraded w/new teak and britework. Every item meticulously attended to on two year old survey. Come see the cleanest 30-footer on the Bay. $19,500. (415) 927-7873 or (415) 984-6025.

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CAL 2-29, 1976. Refitted for 1992 Pacific Cup w/ oversize rigging, Harken roller furler, Autohelm 4000, 5 new sails incl. North gennaker, Martec folding prop, fresh dsl, epoxy bottom, VHF, Loran, DS, knot log, SSB antenna. $15,000 or trade up to 35 to 40-ft racer/cruiser. Will deliver. Call (805) 492-9914.

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CATALINA 30, 1976. Rebuilt diesel, tiller, extra sails. $18,500. (408) 266-2533.

32 TO 39 FEET

ISLANDER FREEPORT 36, 1978. Perkins 50 hp, head-forward style B, windlass w/all chain, AP, Loran plotter, Datamarine Link 5000, Heart inverter, radar, roller furling genoa, CNG, microwave, new canvas, 100 gal water, 70 gal fuel, 35 gal holding. $68,500. (408) 655-1479, Monterey.

ERICSON 35, commissioned 3/89, like new, low engine hrs, North main & furler, extra tankage, deluxe stove, refrigeration, knotlog, wind direct., depth, radic, Autohelm, ground tackle, etc. Save 40% over new Ericson. $72,000. (510) 535-2134 or (303) 499-6649.

SANTANA 35 in good condition. Mylar and Dacron headsails, two mains, three chutes. Large Nav center, graphics, new bottom. Limited racing background. Enjoy fast, fun, colorful racer/cruiser. Includes lease with option purchase. Asking $30,000 or make offer. Les (707) 938-3446 (h).

38-FT HANS CHRISTIAN. Clean, $119,000. (510) 444-8484 (wk), (510) 534-0735 (hm).

RHODES WINDWARD SLOOP. 33 1/2-ft, 8.6 beam, 5.4 draft. Built in 1959, Alameda Boat Works. Professionally maintained Stone Boat Yard. Owned 23 years. $22,500. (510) 339-0496.

34-FT CORONADO 1969. FG sloop, excel. cond. Atomic 4 (low hrs), sleeps 6, 3 jibs, 1 main, full boat cover, wheel steering, mast rungs, icebox, elect. refrig., 2 batteries, autom. charger, VHF, depthsounder, knotmeter, electr. & manual bilge pumps. $20,000. (415) 435-5270.

FREE SAILBOAT HULL. 32' hard chine, glass-over ply 9'6" beam hull is sound and designed as strong, fast off shore cruiser. Cockpit, deck, and interior need to be done. (408) 374-9087.

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ISLANDER 36, 1972. 45 hp diesel, 4 sails, good condition, hurry...only $30,000. (510) 865-7786 (lv. msg).

'89 CATALINA 34, great Bay boat, sails like a dream with all the following: Sobstad sails, Harken traveler system, quick vang, Awlgrip two coats Apr '92, electric windlass, Micrologic Loran, and refrigeration. Price is firm $64,000. John Billmeyer, (408) 353-8152 or 353-3393.

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35-FT STEEL SLOOP. English built. Excellent condition. Strong, beautiful lines. New epoxy bottom, new rigging and LPU on mast. Aries vane, cannister raft, windlass, 7 sails. This boat can take you anywhere in safety. Great sailing boat, documented. $27,000. (415) 924-2225.

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CHINESE JUNK, 35-FT, 1968. Teak, Volvo diesel, shower, head, sleeps 6, well-maintained. Great liveaboard, something special. $32,000 b/o. Call Michael (415) 479-7128.

DOWNEASTER 32, 1979 CUTTER. Rigged sloop. Great cruiser/liveaboard. Sleeps 6. Clean, well maintained. Dodger, spray curtains, canvas covers new 2/92. Diesel, wheel steering, roller furling, VHF, Loran, DS, charger, h/c pressure water, propane, head w/shower. $48,950. Call (805) 644-7032.

CREALOCK 37, 1978. Beautiful boat in excellent condition. Custom oak and teak interior. New Yanmar 1988. Fully cruise equipped w/top quality gear 1989. $87,000. (503) 899-7564.

33-FT TARTAN TEN. Well-maintained racer/cruiser. Fully equipped. Motivated seller. $13,000 b/o. Call Chuck (510) 439-2150, (707) 747-7525 (days).

1974 RANGER 32-FT. 3/4 ton Mull design racer/cruiser. Clean, strong, new bottom paint, excellent sail inventory including two spinnakers, 10 Barient winches, Atomic 4, tiller, enclosed head stove, sleeps eight. Call for equipment list. $25,000. (415) 433-5444.

HUNTER LEGEND 35.5, 1990. Like new. Easy to handle in ocean or Bay. 1990 S.F.-Hawaii Pacific Cup veteran. Furling jib, 1.5 oz. spinnaker w/pole, dodger, knot/depth/wind meters, stereo, VHF, Loran, SSB set-up, extra bilge pumps, 2 anchors, 6 winches, Yanmar 27 hp dsl, h/c pressure water, head w/shower, CNG stove, hauled w/new bottom paint 1992, possible liveaboard. See at Brickyard Cove Marina slip E-18. Must sell, trades considered. $78,500. H: (916) 422-7476 or W: (916) 653-0437 for brochure or survey.

32-PEARSON VANGUARD. Bullet-proof cruiser that speaks for itself. New sails, rigging, dodger, non-skid, windlass, Autohelm, VHF, stereo, DS, KM. Put your gear on board and go! $26,500 b/o. Possible trade power boat. (415) 455-0515.

5-DAY MEDICAL COURSE with 1,000 medicine chest included when you buy this 36-ft sailboat. Similar to the Peterson 44, this mini explorer was made by C&L in 1980. F/G and teak it is set for cruising w/35 hp Volvo dsl, S.S. and ham radio, Loran, radar, AP, DS, etc. Strong rigging incl. Harken roller furling, 25# Danforth, 45# CQR. New Aqua dodger and main cover. This vessel has been loved for eleven years by present owner. $55,000. (707) 645-3785.

CHEOY LEE CLASSIC teak Lion 35 ft. sloop, 1959. Diesel, documented, cruise equipped, 21 yrs, same owner, many improvements. $18,500. (408) 724-7777.

RAFIKI 35, 1980. Classic offshore cruiser/liveaboard in perfect condition. Full boat cover. Teak decks, varnished rails and trim. FG/Airex hull. Volvo dsl. Rigged to singlehand. Dodger, AP and full electronics. Loaded w/gear. Call for more info. $62,500 or b/o. (415) 595-3094.

MEXICO EARLY? Steel 37-ft V. deStadt, rebuilt from bare hull 1985/89. Cruising equipment piled on through '91. hauled for hurricane season in Puerta Valarta. $55,000 (or $45,000, less some equipment). Save tax, paint bottom, go. (415) 968-6464 for write-up.

39-FT SAMSON DESIGNED C-FARER. Professionally built double-ended ferro-cement ketch. Well equipped ocean cruiser, spacious liveaboard. Excellent condition. Liveaboard slip in Alameda at $225 monthly. Part trade for ? Will finance. A real bargain at $30,000. Must see. (510) 523-0499.

37-FT SEASHELL KETCH, 1979. Factory built in Canada. Bluewater veteran. Electronics, 6-man Beaufort liferaft. Faryman diesel, roller furling, CQR anchors, separate shower, etc. etc. etc. An exceptionally beautiful boat in and out. See to appreciate. $29,000. Call (415) 873-2009, (805) 773-3256.

ERICSON 34. Here is your opportunity to own a very fine boat at a reasonable price. 1989 model, very nice condition, wheel, propane stove, etc. $69,000. (408) 297-1015.

SANTANA 35, 1980. Racer/cruiser, Signet instrumentation, VHF, Loran, 155, 150, 130, 110, 1/2, 3/4 spinnakers, Volvo dsl, hydraulic backstay, vang, outhaul, hauled 6/92 for race bottom paint. $30,000. Call Sid wkdys (310) 479-3911, other times (213) 656-2432.

ISLANDER 36. Perkins 108, 9 Barients, 3 head sails, 2 spinnakers, teak cabin sole, CNG stove. Berth 203 S.F.Y.C. 435-0427.

VAN DE STADT 34, design #391. Steel, launched 11/88. Interior 85%+ completed, Yanmar 26M20F, Signet DS, KN, WS, Lewmar ports, hatches, winches, Isomat mast/boom, 4 new sails, wheel steering, teak cockpit. Needs light interior work. In Oakland by appt. only. $48,000. (916) 541-6615.

BUILT 2 CRUISE! 3 cabins, 2 heads, 2 headsails (cutter). 2 nice: teak interior, glass exterior. 2 strong: 10 ton, oversize rigging, 3/4 keel, Perkins dsl. 2 good: SSB, radar, Loran, Autohelm. This Irwin 37 is offered at $57,500. (415) 589-6861.

APHRODITE 101 BIT. Elegant racer/cruiser, PHRF 132. 33'x8', 6,180 displ, tall rig. Designed by Paul Elvstrom, Danish built, yacht quality. Terrific singlehander, sails beautifully. Diesel, Loran, solar, Autohelm, more. I've moved to Idaho. Paul (208) 622-7358.

ISLANDER 36. Cleanest Islander 36 for sale on the Bay. July '92 survey. $46,000 market value. Extensive equip. list and copy of survey on request. Serious buyers only. By appointment. Will accept best offer over $40,000. D: (916) 631-2175 or E: (916) 677-3737.

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34-FT STEEL CUTTER. Built locally. Cabin enclosed but needs finishing. Rebuilt Perkins 4-107 (50 hrs). Have mast, winches, etc. Currently out of water. $15,000 or b/o. (510) 886-0107.

YAMAHA 33, 1978. Excellent condition. Well engineered for strength, sailing ability, lots of cabin space. Three burner NG stove w/ ss range. Large double sink. Pressure water. Diesel engine. Full instruments. Loran, 3 jibs. $36,000. (510) 245-9506.

YANKEE 38 SLOOP. Sparkman & Stephens design. Open ocean equipped with SatNav, self-steering windvane, 6-man cannister life raft. Full sail inventory including spinnaker. Documented. $72,000. (415) 336-5079 (wkdys).

TAYANA 37-FT, 1978. Perry designed offshore cruiser. Cutter rigged, new alum. mast, Perkins 4-108 diesel (low hrs. on rebuild), depth, auto, VHF. Located San Diego. $67,500. (619) 585-8425.

ROBERTS 34, 1980. Steel, flush deck, oversize mast/rigging, fresh Atomic 4, 2 sets ground tackle, 12v anchor windlass, cockpit dodger, main and three head sails, VHF, Loran, stereo, Autohelm, DS and knot/log. $25,000. (209) 463-1018 eves.

PEARSON 10M "BLUE LOU" Loran, ship to shore, stereo, two knotmeters, two compasses, AW, WS, DF. Lots of sails including two spinnakers, hydraulics, tuff luff, 11 winches, ready to race or cruise. $29,900. Reduced from $45,000. (415) 345-8619.

REDUCED AGAIN! 32-ft 1976 Clipper Marine sloop. Center cockpit, shoal draft, wheel steering, large compass, ground tackle. Standing hdrm, sleeps six, aft cabin, shore power, h/c pressure water, VHF, stereo. At Oyster Cove. $8,900. Charles, w: (415) 599-3013, h: (415) 225-0345.

RANGER 33, 1978. Diesel, VHF, WS/WP/depth/KM, wheel, sell-tailing primaries, pres. water, enclosed head w/shower. Exceptionally clean. $24,000 or b/o. (510) 814-0927.

COLUMBIA 36. Rebuilt engine, h/c pressure water, refrig., new Harken furl, new main & mast, new covers & side panels, new lifelines w/net, VHF, wheel, shore & phone power, knot, depth, stereo, 10.2 inflatable w/9.9 Mariner (new). $33,500. New bottom paint. (408) 265-1100.

J/35, 1984. Excellent condition, little use, original owner. North sails, kevlar main used once, new #1 kevlar, 2 1/2# kevlar. Shore-main, #1, #2, #3, 3/4 oz. 1 1/2 oz. stay sail, VHF, Loran, depth, Rochester electronics. $60,500. (510) 254-7669.

ENDEAVOUR 32, 1980. Diesel, self-tailing winches, good coastal cruiser, VHF, depth, KM. $26,500 or b/o. Wind speed and indicator. (707) 792-9660 or (707) 542-7904.

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PEARSON ALBERT 35-FT. 1969, F/G sloop/cutter rig. Solid ocean going traditional design. Good condition - Volvo Penta dsl, 10 bags sails. Alameda berth. $26,500. D: (415) 982-4455, E: (510) 229-0656.

STEAL A SANTANA 35. $19,000. Lowest price ever offered and best value on the Bay. Call (510) 845-7476, lv msg.

ESTATE SALE - WYLIE 34, *Zonker.* Fractional rig, race/cruise equipped. 150, 130, 105, 100% jibs, 1.5 and 3/4 oz. spinnakers, 8 Barient winches, CNG stove. $25,000. Must sell. (415) 969-9336 or (415) 574-2191.

CATALINA 34 spinnaker and pole. Blue shading to lavender, only used 6 times. $1500. Paul (702) 322-8820.

COLUMBIA 9.6 SLOOP. 32-ft, sleeps 6, 6-ft headroom, teak interior, double reef main, jibs: 110/130/150, diesel, VHF, compass, DS, pressure water, electric/manual bilge pump, shore power, full galley, new epoxy bottom. Urgent. $20,000. (916) 823-0190.

32-FT CLASSIC RALPH WINSLOW cruising yawl. 2/3 into restoration. New engine and woodwork, needs galley and head to be 100%. $9,000. (310) 396-8420.

33-FT CUSTOM STEEL CUTTER, Merritt Walter dbl ender. Beautifully constructed & maintained, well-equipped for cruising or liveaboard. Safe, comfortable & dry. Serious inquiries only: a "steel" at $42,000. Call Ken (510) 428-4023.

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GULFSTAR 50 KETCH, *Great White,* terrific liveaboard, watermaker, generator, w/fax, radar, Loran, Ham radios, diesel heater, RDF, VHF, knot, WS, depth, Vac-U-Flush head, IBM computer, Perkins diesel, microwave, much more. Great condition, equip. list available. $145,000. Call Alex (415) 368-5488 (days & eves).

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Much better than new. One owner, professionally maintained. Outstanding cruiser/liveaboard. Amenities include: Wood-Freeman autopilot, Grunert refrigeration, Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel - make this one of the finest cruisers in the NW. Call for picture & specs. Asking $175,000. (408) 371-0180 or (206) 564-1221.

44-FT NORDIC, 1981. Quality fast cruiser, Westerbeke dsl, Harken roller furling, 8 sails, 4.2 kw dsl genset, water marker, heating/a.c., cold plate refrigeration, weatherfax, Loran, stereo, television, SSB, radar, windvane, AP, Briggs and Gatehouse Instruments. Will trade for Pacific Northwest property. $135,000. (503) 265-2852.

40-FT SEARUNNER. Excellent cruiser/liveaboard. Good condition. One main, genoa, working jib, Yankee and storm jib. Cutter or sloop rig. Radar, electric windlass, dodger, hot water heater, pressure water, etc. Must see. Asking $65,000. (619) 283-4503.

42-FT CHEOY LEE. Winslow ketch, 1963. Strip plank mahogany new Perkins diesel. Excellent cond, needs finishing. Recent bottom work. New shaft, etc. Great liveaboard ocean cruiser. History in print. $35,000, ono, call Paul or Sarah, (415) 759-0345.

50-FT WOODEN SCHOONER, 1930 pilothouse, full size refrig/freezer, stove/oven, hot water heater, also rigged for comm. salmon fishing with current permit. DS, AP, fish finder. One of a kind classic. Located in Alameda. $20,000 b/o. (916)527-7737.

50-FT BLUEWATER MOTORSAILER, 3/16" steel, over 50% finished, has: 600 gals. water, 800 gals. fuel, portholes, electric lines, lights, engine-mounts, shaftlog, floors, walls, ceiling, Gaff cutter rigged. Will make good home on water. $3,500. Cash only. (916) 372-1361.

PASSPORT 40, 1985. Pullman berth w/shower & head forward. Quarter berth w/own head aft. The nicest interiors & layouts you'll find, must see. Cruise equipped and ready to go again. Very clean. Call for equipment list and price. No brokers please. (619) 260-1723.

DREAM CRUISING OPPORTUNITY sailboat ready to go anywhere now. Name, *E Tu.* Sparkman & Stephens, 42'. Home port San Francisco, for sale in Gibraltar. Engine Janmar, 4 hp. New: Max prop. self-steering Aries, VHF, SatNav, GPS, Datamarine electronics. Complete overhaul 4.92. Fully equipped with tools, charts, lots of extras. Ready to go. 12 sails. Call: 011 (350) 75148 or Fax: 011 (350) 42535.

FREEPORT 41, 1976. $65,000 obo. New 70 hp engine with 1'95 gal. fuel, Radar, SatNav, Loran, 190 gal. hot pressure water, 3.5kw gen, 35# and 45# CQRs, 350 ft. chain, electric windlass, roller furling jib, new gennaker, self tailing winches. Principals only, call (408) 252-7391.

1986 DEL REY 50. Factory built hull and deck. 12,500# lead ballast installed. Inexpensive storage/working area. 2-heads, 1-diesel stove, misc. $11,500. (510) 932-4339.

50-FT CHANCE DESIGN, *Warrior,* 1970. Cold-molded. Barient pedestals, B & G instruments. New Perkins 4108, 1991. Max Prop, electric windlass, Furuno radar, SatNav, VHF, 70 gal fuel, 100 gal water. Great sailer & cruiser. $145,000. (805) 689-1328 (eves).

COLUMBIA 50. Extensive $35,000 upgrade last 3 years. Epoxy bottom, LPU topsides and deck, wiring, plumbing, Harken furler, GPS, standing rigging, stove, refrigerator, head, etc. Everything is new. $120,000. (408) 257-6910. (No brokers please).

VALIANT 40, HULL #21, no blisters, CQR 35 Simpson/Lawrence 555 windlass, VHF, Loran, West dinghy, Westerbeke diesel, 500 hrs. Bottom paint '92. $94,500. Pager (510) 840-7608. (Lv your no. after 3 beeps. I'll call you back.)

BOUNTY II. 41' fiberglass. Legendary strength. Rhodes lines. Proven offshore yacht. Radar, H/C water, refer, autopilot, new sails, dodger and full cockpit enclosure. She has had complete rework with modern gear. Located San Juan Islands, Washington. (206) 378-6050 (dys).

1985 NAUTICAT 44. Excellent condition. Just completed 3 1/2 year circumnavigation. Loaded and ready to go again. Equipment too extensive to list. Recent survey March, 1992. In Portland, Oregon. Will deliver anywhere on West Coast. Asking $215,000. Call for details, (206) 253-6397.

COLUMBIA 43. Completely rebuilt - plumbing, wiring. LP. World cruising vet. VHF, SatNav, 3 kw generator, radar, 2 autopilots, watermaker, pressure fresh & salt water, microwave, stove, freezer, water heater. Many sails. Loaded with custom features. $86,000. Located San Diego. Call (503) 832-3158.

FORCE 50 KETCH set up for long range cruising. Heavy ground tackle and rigging. Full roller furling. Cruising spinnaker, 8 bags total, 20 gal/hr watermaker, 2kw inverter, Rix SCUBA compressor, 7.5 kw diesel Onan plus full electronics and much more too numerous to list here. Over 50k spent on recent retrofit. Berthed at So. San Francisco. Call Duane at (408) 268-9377 for complete written details and photo.

GULFSTAR 50 KETCH, *Great White,* terrific liveaboard, watermaker, generator, w/fax, radar, Loran, Ham radios, diesel heater, RDF, VHF, knot, WS, depth, Vac-U-Flush head, IBM computer, Perkins diesel, microwave, much more. Great condition, equip. list available. $137,000. Call Alex (415) 368-5488 (days & eves).

40-FT PINKY SCHOONER RELIANCE: A Dean Stephens masterpiece built in 1971. Vertical grain fir over oak, Monel fastened double hull, gaff rig, Volvo dsl, cruising equipped, none finer. $50,000. (805) 546-3494.

COLUMBIA 50 SLOOP, 1967. Diesel (Westerbeke), 12 sails, Awlgrip paint, located in Honolulu w/dock available at Ala Wai in Waikiki. Owner financing, trades possible. $98,000. (415) 864-6750, 9-5, ask for Dan or Matthew.

CAL 40, 1966. Perkins dsl, wheel steering, dodger, ST winches, Autohlem, lots of sails. $45,000. Good condition. (510) 521-3596.

43-FT POLARIS CUTTER, 1979. Teak deck. Cruise equipped - too much to list. Constant upgrades. Original owner must sell. $210,000 replacement value. Sell $98,500. No brokers, please. (619) 223-3904.

41-FT ERICSON SLOOP. Diesel, Monitor, Furuno, Magnavox, 60 lb CQR - all chain, 6-man raft, sailing skiff, solar panels, hot water, new dodger, cushions, mahogany interior. Beautiful, well equipped cruiser w/Moss Landing slip. $65,000. Bill (408) 755-7521.

40-FT RHODES SLOOP. Beautiful classic lines, sturdy construction and fast. Mahogany over oak, Monel fastened, mahogany ply deck and cabin, wooded 5/91, full keel, 9 1/2' beam, TransPac vet. $30,000 OR B/O. Call (510) 534-8175.

47-FT SLOOP. S&S classic. One of S.F. Bay's most beautiful and well constructed wooden yachts. To see her is to love her. Sleeps 7, large cockpit, AP, electronics, many sails. 2 boat family, must sell. $52,500 or b/o. 331-0907.

PADDY WAGON. 1990 Puget Sound Boat of Year. PHRF 42, ULDB Ross 40-ft. Custom kevlar/dyvinicel core hull, Lidgard race/cruise sails (19 bags), Matrix spars, Rigarma rod rigging, B&G 390, VHF, Trimble GPS/Loran, propane stove/oven, cold plate frig/freezer, dsl heater, pressure water, Yanmar 3 GMF w/sail drive, Harken/Lewmar deck hardware and much more. $135,000. Call Bill Lenihan (206)622-1711 days or (206)325-5063.

46-FT PILOTHOUSE CUTTER. Ted Brewer design, equipped for world cruising and living aboard. Commissioned 1982. $165,000. Can be seen on the Napa River by appointment. (707) 224-1576.

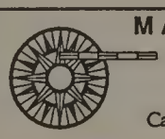
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CHEOY LEE OFFSHORE 41 KETCH, 1978. Take the plunge - now is the time! A proven beauty. All teak interior, custom extras, AP, ProFurl, electric windlass, refrigeration, dodger, much more! Call for brochure and list. $79,000. (707) 579-4298.

41-FT FORMOSA KETCH. H/C pressure water, propane stove, 110v/12vdc/propane refrig/freezer, VHF, Loran C, AP & DS. New 60 hp Isuzu dsl (90 hrs). Great liveaboard! Asking $55,500. (415) 459-5911 days or (415) 925-1916 nights, ask for Stan.

51 FEET & OVER

UNBELIEVABLE BUY. 52' steel ketch (60' OA). Great offshore cruiser. SatNav, Loran, radar, SSB, autopilot, weatherfax, 6 man life raft, etc. Teak interior, sleeps 9. 85 hp Nissan. Only $45,000. Contact D. McKay, P.O. Box 2605, Pago Pago, AS 96799.

BRUCE ROBERTS DESIGN, Henry Morgan 57 long keel, fiberglass. Hull & deck. 69' mast, boom & spreaders. 32 KW Westerbeke Gen. Set (used). Bulkheads, tanks, samson post, deck beams fitted. Engine & many spares & fittings. Ideal charter layout. Ashore in San Diego. Will sell part or all above. Will trade. Asking $42,000. Call Jessie (707) 875-2183.

56-FT LOA OLD WOOD SCHOONER conversion, full sails, roomy, large galley, very liveable, S.F. berth, no engine, needs work, as is, best cash offer or trade. (415) 952-6298.

66-FT LOA GAFF Topsail schooner seven sail rig. Belgium built fully galvanized steel 1979. Five water tight compartments, extremely strong. Air cooled lister diesel 55 hp/2000 rpm. Hydraulic steering coupled to autopilot. Engine driven SCUBA compressor, Hyd. anchor winch, bilge & fire pump. Closed galley, stove, oven, microwave, refrigerator. Owners stateroom, twin berths convert to queen, head with tub. Two additional double cabins, crew head. Mahogany and teak interior includes bedding, china, crystal, stationary, space heater. $195,500/offer. (408) 262-4121.

CLASSICS

RHODES WINDWARD SLOOP. 33 1/2-ft, 8.6 beam, 5.4 draft. Built in 1959, Alameda Boat Works. Professionally maintained Stone Boat Yard. Owned 23 years. $22,500. (510) 339-0496.

HERRESHOFF 28, 1951. Famous for sleek styling. Rebuilt to original state. Fiberglass deck, roller furling, jib, and Yanmar diesel motor added. Full keel. Stand-up cabin and sleeps 6 comfortably. Fish finder and extra sails. $19,000 or b/o. Call Charles at (510) 770-9344.

40-FT MATTHEWS POWER YACHT, 1947. Immaculate condition, professionally maintained. Fantastic office/liveaborad, beautiful boat. Must see. In Sausalito. Complete w/computer, laser printer, fax. Owner overseas, must sell! Reduced to $48,000/offers. Call Pam (510) 676-5933.

$495,000. Christened the *Alice* in 1905, this meticulously restored Ark floated in Belvedere Cove until hauled ashore in 1939. Steambent ceiling frames, ship-lap construction with all painted & varnished wood throughout exudes her nautical heritage. Barge hull still has oakum in seams and provides extensive storage and wine cellar. She has 2 bedrooms, 1 bath, large landscaped level yard in Belvedere close to Belvedere Park with short walk to bus and ferry. Great value. Absolutely unique. Karen Hardesty (415) 435-1000.

MULTIHULLS

1986 NACRA 5.7 CATAMARAN. Excellent condition. Harken blocks, barber-hauler, mast rotator. Murray pro-stick, 2 trapeze harnesses, Telocat bridle vane, ice chest, 2 Omega vests, plus extras. Trailer has new wheel bearings/seals, spare, toy box, mast raiser. Delivery possible. $3,000 or b/o. (805) 836-0553.

PRINDLE CATAMARAN 16-FT with good trailer and trailer box storage, many accessories include harness. 1981, excellent shape, kept in garage 8 yrs. fast and fun. $2,000 or b/o. (510) 865-6384.

1968 38-FT PIVER TRIMARAN sloop rig, rebuilt 1985 for 4 yr. cruise, cross keel, 27 hp Yanmar diesel, 6 sails, all electronics, canvas dodger, 2 dinghies, much more. Slip available. Must sell. $27,000 or b/o. (619) 667-0408.

31-FT SEARUNNER, West system, documented. 7 sails, 9 hp o/b, 9 winches, VHF, $10,000 or consider trade. (408) 736-1252.

37-FT TRIMARAN. Professionally built, quality and care throughout. Ready to sail the bay, Mexico and beyond. Asking $20,000, b/o or trade, priced $10,000 under last appraisal. Serious inquiries. Call anytime day or night for full details. 1-800-382-3434.

40-FT PIVER AA TRIMARAN, sloop rig, new rebuilt Perkins 4.108 diesel, VHF, SatNav, AP, elect. windlass, shower In head, 3 double bunks, 1 single, dodger, Zodiac, more. World cruise vet. $35,900. Call for specsheet. Blair, (510)372-9092.

45-FT FOUNTAIN-PAJOT CASAMANCE catamaran, spacious, fully equipped, fast, proven bluewater cruiser, launched Dec. '89. Original owners, cruised France, Africa, Caribbean, Florida. Never chartered, American flag, duty paid. Located Florida, can deliver to West Coast. $295,000. (916) 455-4453 (msg).

SERIOUSLY FOR SALE: 40-ft LOA pilothouse trimaran. Excellent liveaboard summer/winter: 16500-BTU diesel heater, insulation over living area. Radar, Loran, VHF, depth, AP, KM/log, dinghy, 4 hp o/b, 7-sails, ketch-rigged, 32 hp Isuzu diesel. Only $39,500. (510) 226-7119 or P.O. Box 14238, Fremont, CA 94539.

WHARRAM CATAMARAN 28'6" w/15 hp Suzuki. Three sails, good shape. Strong, dry hulls. Nice interior. Port Sonoma berth. $3,000 or b/o. (415) 868-2522.

SEARUNNER 31, 1976. Honda 7.5 hp. New LPU paint. New mainsail, 9 sails, 7 winches, dinghy, VHF, AP, log, speed, DS, stereo, 3 anchors, MOG gear, stove, cooler, 2 sinks, head. Asking $18,000. Will consider partnership. Call Steve (510) 204-0949 or 547-4800.

35-FT PIVER LODESTAR TRIMARAN. Suitable for liveaboard. Ketch rigged, diesel engine. Well built. Main, mizzen and 2 head sails. $7,500 or b/o. (916) 777-7018.

63-FT CAT twin Volvo diesels 13 kn's electric winch, VHF, nice wheel, dinghies. Great liveaboard or fix up to cruise. $25,250 or trade. Call Jim (415) 905-6243.

POWER & HOUSEBOATS

28-FT MONTEREY BOAT 4 cyl. Buda, diesel, w. pts engine, 3 spl Gurdies, color machine, AP, VHF, Loran, hull refastened '89. Big hold, large deck, clean cabin and eng. rm. sal. permit. Solid sea boat. Original unbastardized classic. (707) 874-3750. $5,900 firm.

11-FT DELL QUAY (British Version Boston Whaler - better). 25 hp Evinrude, tilt trailer, custom cover. Sale $4,000, trade for 23'-26' sailboat, trailer. Wanted: buy/rent trailer for 31' full keel sailboat, 11,000 lbs. (415) 479-7031 (dys).

1967 23-FT UNIFLITE I/O recently overhauled, runs good, back up outboard with mounted bracket, radio, microwave, heater, enclosed canvas, big bed sturdy fishing boat, could be liveaboard. Boat at Oyster Point. $6,000, negotiable. (415)991-4998.

HISTORIC TUGBOAT custom conversion Into floating home. 65' x 16', 1200 sq. of unique comfort and hand-crafted beauty. Ideal for living, office, studio. Bed N' Breakfast. One-of-a-kind. $76,000. (510) 684-0345.

44-FT HOUSEBOAT. Unique liveaboard, Bay and Delta cruise with V-8 engine & gen. Apt. sized galley, lots of windows, fireplace, partially furnished, covered flying bridge. Transferred to Hawaii, must sell. $30,000. (415) 459-7509.

THE FISHERCRAFT HOUSEBOAT. The perfect liveaboard. 1984, 29'x12'. Pilothouse, kitchen, main salon, bathroom, bedroom, flying bridge, four decks, windsurfer/other toys. 200 hp Volvo I/O, 361 hours. Very good condition. $29,900 (recent survey $30,000). Leaving state. 332-4869.

44-FT STRIKER. Completely refurbished. Awlgrip above, Micron-33 below, tuna tower, twin 8-71s, 12 kw generator, 3 kw invertor, watermaker, new carpets and upholstery, new Furuno radar, Loran, VHFs, fathometer logs and AM/FM radios, twin U-Line refrigerators with freezers, JennAir range, microwave oven. $162,000. (510) 236-4551.

28-FT NUNES. 1937 Express cruiser. 28x8x3. Classic motor yacht. Cedar on oak. Four cylinder gas inboard. $7,000 or b/o. (415) 327-4546.

PARTNERSHIPS

SANTANA 22 PARTNERSHIP. No berth fee, lg one design fleet, Alameda berth. Dependable o/b, new rigging, elect. wiring and extras. 1/4 partnership wanted. $700. 1/2 partnership avail. (510) 865-6384.

30-FT ERICSON, MARK II, *Strokes* Is in excellent condition, carries ten sails and is fully equipped for racing or cruising with two V bunks, two singles, a complete galley and an Atomic four engine. Half Interest, $7,500. Bud (415) 321-3219.

LANCER 36 - 1/3 PARTNER. Well maintained boat in S.F. Marina. Only used two or three times a month by existing partners. $300 per month. Darrell (510) 460-8064.

EXPERIENCED SAILING COUPLE seeking shared ownership of sailing cruiser in Tiburon or Sausalito. Call 435-3241.

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COLUMBIA 26. Female owner seeks male or female equal partner. Emeryville berth. New mast, rigging and upholstery. VHF, stereo, depth, speed. Custom cabinets. Electric and alcohol stove. 3 sails. Battery charger. $3,000 b/o. Call Kay (415) 776-5450.

PARTNERSHIP IN GREAT 30-FT Cheoy Lee ketch, Sausalito berth. In great shape, very little used and great sailing. Need partner with some sailing experience. $2,500, and very low quarterly payments. Call Ken, (415) 759-7575.

LEASE 36-FT ISLANDER, 1979 elegant sloop for sailing/entertaining. Mahogany interior , blue velour cushions, teak/holly sole. Dodger /lee clothes, roller furling jib, self-tailing winches, wheel steering, Autohelm 3000 autopilot, wind direction/windspeed, DS, KM. 27 hp Westerbeke diesel, 2 pairs 12-volt batteries, VHF, AM/FM cassette, color TV/VCR, mahogany cabinets, cane-webbed fronts in salon, dc refrigerator, hot /cold pressure, shower, LectraSan sanitation (Coast Guard approved). Bow/stern anchors, clean bottom, new standing rigging. Upwind berth, Emery Cove Marina, Emeryville. $300 for 7 days/month. (415) 753-3607.

MORGAN 38 PARTNERSHIP. One week per month available. San Francisco Pier 39 location. Sloop rig with diesel auxiliary. Excellent condition. Fully equipped for bay or ocean cruising. Experienced sailors. $300/month includes all maintenance. Security deposit required. (415) 328-2408.

IRWIN 34, 1980, 1/4 or 1/2 partnership, many amenities, ready for daysailing, weekend trips or coastal cruising. Lots of sails, low hours on diesel engine. $195/mo. includes all expenses including Pier 39 berth. (415) 565-4316 for more information.

27-FT H-CLASS QUALITY Finnish boat. Richmond berth, PHRF 168. $6,000 + 1/2 expenses = 1/2 ownership, or monthly lease available leading to % ownership. Owner is away much of the time. See Bill to view boat. (510) 233-9127.

TRADE

PEOPLE WANTING TO BOAT SWAP. G. Turner, 52 and wife, Rafiki 37, would like 2-3 weeks in Med or Caribbean. (206) 378-7277.

KETCH MOTORSAILER. Steel 70-ft build by Van Dam in Holland 1971, 6 staterooms, 4 head and showers, full electronics, ready to go. Value $350,000, for property. (415) 453-5913.

FASTENERS AND SUPPLIES for marine, industrial & automotive applications in exchange for cruising liveaboard sailboat. Over 25,000 different items available on an ongoing basis from commercial vendor. All offers considered (415) 488-9557.

WANTED

OFFSHORE CRUISING SAILBOAT 30'-35' heavy monohull, diesel auxiliary, no fixer uppers. Cruising gear more important than berth places. P.O. Box 307, Onalaska, WA 98570.

SAILING BOOTS WANTED: Pair men's U.S. made lightweight rubber Sperry topsiders. All black tops, white soles & heels, same as sold in early 70's by Joe Harris Marine in S.F. for boats Adranji, Mako, etc. Med./Lrg. $50 - 5221 Seward Pk. Av. S., Seattle, WA 98118. (206) 722-3385.

PROFESSIONAL COUPLE/DAUGHTER searching for Deerfoot or similar cruising yacht. Require owner financing and present owners having respected their vessel. Intend to live aboard while running our business. Would embark circumnavigation on completion of payments. David Hare (415) 599-9344 (hm), (415) 968-5133 (wk).

FJ SAILS WANTED. Will purchase main, jib and spinnaker (individually or as a set) in fair or better condition. Alternatively, will consider buying a cheap abused FJ with complete set of sails. Peter (510) 654-5876.

EL TORO WANTED. Good condition. Will buy or trade for Lido 14 with trailer. (702) 588-2535 (eves), Lake Tahoe.

LIVEABOARD KETCH WANTED. Bluewater cruiser, approx. 40'. Rent to buy or creative finance. Will perform all maintenance and upkeep. Looking for Vagabond, Freeport, or the like. Terry, (510) 656-7005.

WANTED: Your unwanted 27' + sailboat. Coastal cruise capable. Promise lots of TLC and use. Also sails, blocks, or any other parts such as winches. Glass only. Hull & deck must be sound. D. Schwartz, N. 5219 Pittsburg, Spokane, WA 99207.

WANTED: Liveaboard 28-32 ft. No down, to $500/mo. Can be fixer. Mature, skilled, responsible. I'm ready to make a move, let's talk. Call Jim, (415) 621-0220 x220 (dys), (415) 589-9663 (eves).

WANTED BY SAILING COUPLE, 1982 or newer 28'-38' sailboat. Must be in good condition and preferably Catalina, Islander, C&C, Newport, Hunter, Golf, etc. Please no "project" boats and no dealers. Quick sale for motivated seller. Please call (408) 926-1085.

SAILBOAT WANTED. 30-36 ft. fiberglass sloop/cutter wanted for liveaboard. Needs to be in good condition with 6'1" headroom. Have some down & ability to pay $600 mo. Owner finance, assume loan, lease option. Mark (510) 820-8408 (lv msg).

WANTED: Mast, boom, sails and rigging for Santa Cruz 50 (all or part). 7,000 to 9,000 lead keel or lead bulb for steel keel, 55 to 65 lb. anchor, new marine toilet, 7x50 binoculars w/compass, GPS, Avon 310. (510) 785-8060.

WANTED: TRAILER for an Olson 30. Call (408) 722-6909.

WANTED: 1 to 1 1/2 hp outboard motor, short rig. D: (510) 769-0602, E: 522-5838.

USED GEAR

10-FT ZODIAC INFLATABLE $450. 8-man Avon offshore liferaft, double bottom, in valise, 1992 certificate. $2,700. Call (510) 769-0602.

SURVIVAL SUIT. Commercial Mustang Immersion suit. Manual and auto inflators, stow bag, built-in lift harness. Never used. Never been on boat. $350 offer. 298-4081.

PETTER AUXILIARY DIESEL engine. 5 hp, compact, light weight unit with gear box. Japanese starter and alternator. Good condition. $300. Will ship freight collect from Denver. (303) 674-0497 (day), (303) 697-6507 (eves).

GPS PRO NAV 100, '91 model, low mileage, new suggested list price $2,000. Asking $985. Call (505) 296-7569.

250' 5/8" ANCHOR RODE with thimble, as new mainsail: P=39, E=12, $200. 110' wire rope halyards, 3/16, 7/16, $25 each. New 110' wire rope halyard, 3/16, 7/16, $75. Nicro cowl vents 3", 3 for $50. Sail cover for 14' boom, $50. (415) 325-9744. Want to rent 4-6 man liferaft.

25-FT LIFEBOAT, $300. 18' boat trailer single $400. Rebuilt utility 4 motor transmission $600. 12' Aluma boat 7.5 hp equipment $500. Power caster moves 5000# $75. (510) 672-3646.

LEWMAR NO. 8 chromed bronze, single speed, non-self tailing winch, never used, $100. Large Viking aluminum Danforth type anchor (4000 lb working load), little used, $75. Stainless steel 20 inch wheel for pedestal steering, $100. Call (415) 457-8236.

BORED WITH DIAL-A-PRAYER electronics? Try navigation as performance art: Tamaya Jupiter sextant, mint condition, 7x50 and 4x40 scopes, case, prism level attachment, 3 vols N.O. 229. $900. (805) 965-1721 (eves).

BARIENT 27 SELF TAILING WINCH with aluminum drum. Has never been used. $900 b/o. Wanted: Honda 10 hp long shaft for parts. Evenings (408) 373-3527.

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BARBARY COAST BOATING CLUB. The Gay yacht club serving Northern California meets the third Wednesday of each month at the Berkeley Yacht Club: visitors are welcome. For more information please call (4t5) 905-6267.

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MULTIHULL SLIP. After 8 years in Hidden Harbor's only multihull space *Southern Cross* is heading for Long Beach. Interested Cat and Tri owners with vessels to 42' please contact the marina for an appointment to view this slip in the Delta's only private sailboat harbor. $4.95 per foot includes 20 amp shorepower, freshwater, dock box and card lock security. (916) 775-t3t3. Located at the mouth of Steamboat Slough.

BERTHS AVAILABLE. Oakland, Estuary Metropolitan Yacht Club. Call (510) 522-4774.

SANTA CRUZ LOWER HARBOR, Pacific Yachting Sailing School and Yacht Charters seeking 31'-40' yachts (late model or new) to be placed in Charter fleet. Income, slip, tax benefits. Call (408) 476-2370. (800) 374-2626.

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REAL ESTATE SINGLE FAMILY house, high positive income. Sacramento, CA. Also 55 acres In Arkansas. Trade for 35 to 45 sailboat. Bill Crosby (916) 635-7447.

MOOREA, FRENCH POLYNESIA 295 meters of shoreline includes owner's redwood house and land between shore and road. refer *Latitude* Vol. 180, June issue, Doug Hom's photograph showing Wanderer anchored off property. For a sailor there is no other location to equal it. Captain James Cook was the first to anchor European ships in Moorea, HMS Resolution and Discovery, Sept. t777 just off this property, drawn on the spot by James Clevely, Carpenter aboard. (see Vol II "Cook's Voyages to the Pacific Ocean"). Cook made the first charts titled "Sketch of the Harbours on the North side of Eimeo." Asking Swiss Francs 5,500,000. Omer Darr, Box 46 Moorea or 1020 Green St. #308, Honolulu 96822.

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2 LIVELY CREW 1WF, 1WM, NS, would like positions early Feb sailing to Mexico experienced as Gulf Island boat owners, CYA. Will share expenses good cooks, good friends. (604) 655-3577 or #66 2070 Amelia,Sidney B.C. Canada V8L 4X6.

MEXICO BOUND. Spend the winter in Baja. Sun, fun, relaxed laid-back cruising. Skipper retired 65, DWM, well equipped sloop. Leaving San Diego Oct-Nov. I'm very easy going, healthy, adventurous, unencumbered, versatile, good sense of humor, need compatible lady companion/firstmate with similar qualities. Boating experience desirable, but not necessary. Good disposition, willingness to participate/share. No drugs, lite drinker ok. Smoker? Skipper answering replies early Oct. Write: Bob Henderson, 1254 W. Pioneer, #350, Oak Harbor, WA 98277.

COUPLE WITH SIX YEAR OLD BOY looking for cooking/childcare/crew position on trans-pacific crossing for fall/winter '92. Please contact: Xitzac Goldstein, 3200 30th St., Bellingham, WA 98225. (206) 647-1223.

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MY MOTHER, FREE to good boat and man for extensive cruising circumnavigation in near future. She is very healthy, adaptable, pretty, full of enthusiasm, curiosity, determination, with great zest for life and adventure. Gentlemen skippers, 50-60ish, NS, if you need a dependable crew person, friend, call her, (702) 852-5531.



FEMALE, SINGLE, 37, Euroasian, student. Sailed long distances. Loves to sail. Please call (415) 383-3315, Bonnie.

77-FT TRAWLER YACHT departing LaPaz, Dec., enroute to Maine, arriving June. (4 months in Caribbean) Owner pays boat expenses, will share other expenses. Must be financially capable to support yourself. M/V Malaguena, Capitanla del Puerto, Puerto Escondito, BC5, Mexico.

WANTED CREW. Prefer local student. Bay daysailing, weekdays, weekends and/or vacations. 37-ft. well equipped cruising sloop. S.F. city front location. Contact Box 424, 227 Ellis St, S.F., CA 94102.

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WANT TO CREW: I am available Saturdays/Sundays to crew on sailboat in S.F. Bay. Experienced in up to 80' power, now doing sail. Pay my own way, full release of liability in advance provided. Plenty of references. GM for local law firm. Prefer 27' & up. Trying to gain experience prior to buying. Julian (4t5) 928-t48t.

SALTY, CRUSTY, BUT NOT RUSTY 62 years young man with 60' ketch seeking lady companion for long term cruising. Vessel in San Carlos, Mex. Itinerary: Mexico, Costa Rica, Caribbean. Captain, 1109 S. Plaza Way #257, Flagstaff, AZ 86001. Fax# (602) 773-t00t.

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CREW WANTED. t-2 M/F share exp. 60' schooner leaving for Caribbean in Nov. via Mex, CR, Pan, Hond, Sa. Time is short. ASAP contact Miles, The Ancient Mariner, 6 Harbor Way #262, Santa Barbara, CA 93t09.

LADY SKIPPER SEEKS N/S expense-sharing crew to sail Ericson 35 in Mexico; then either Panama or back up Cortez Sea. Leaving November or December. Boat in Vallarta. No alcohol aboard. Sandra Smith, 343 Soquel Ave. #113, Santa Cruz 95062.

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BAJA BOUND ON BOUNTY in December. 45-ft fully equipped ketch (see *Lat 38*, Jan '91, p.149, #15 in '91 Baja Rally) I'll do some gratis care of needy enroute this voyage also. Experienced, skilled, straight, sturdy, stable non-smoking males sought. Share some expenses. Send resume to P.O. Box 1664, Los Gatos, CA 95031-1664.

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DWM, 37, in good health and easy to get along with, looking to go on an extended cruise to Mexico, South Pacific and beyond. Can offer many different skills. For more info. call John at (916) 381-4801 or (207) 288-3782.

CREW AVAILABLE: Two male medical students available Jan-May for ocean passage. One with 15,000 ocean cruising miles, incl. South Pacific crossing, one with 15 years sailing experience, incl. charter boat and top-sail schooner captain in Florida Keys. Bob (314) 727-1303.

ENTHUSIASTIC NOVICE SAILOR wants to crew to Mexico. I speak Spanish and want to learn sailing. Relaxed, vegetarian, non-drinking/non-smoking. If interested in helping call Marcel at (510) 372-8973.

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MOORING PROGRAM-SANTA CRUZ. City of Santa Cruz is seeking proposals for the installation and operation of mooring program off Santa Cruz Municipal Wharf. Proposals are due November 6, 1992. To receive Request for Proposal call Lisa Rose (408) 429-3693.

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CAPTAIN. Petaluma river tours. Fall, $100/weekend. Full time May-Aug. Licensed, articulate, N/D, N/S, EOE. Electric Ferry, Box 1202, Occidental, CA 95465., (707) 874-1000.

HELP WANTED. On call licensed skippers/experienced crew for deliveries, sailing demos, private lessons. Growing yacht delivery business needs your enthusiasm and desire to work with the best. Please send copy of license (100 tons a plus), along with maritime resume to: Marco Polo Yacht Deliveries, 1341 Pearl St., #D, Alameda, CA 94501.

SAILING INSTRUCTORS AND SKIPPERS. Spinnaker Sailing in San Francisco has positions open for USCG licensed sailors with strong people skills and enthusiasm to instruct and/or skipper. Spinnaker offers steady part-time work and good pay. Call Steve (415) 543-7333.

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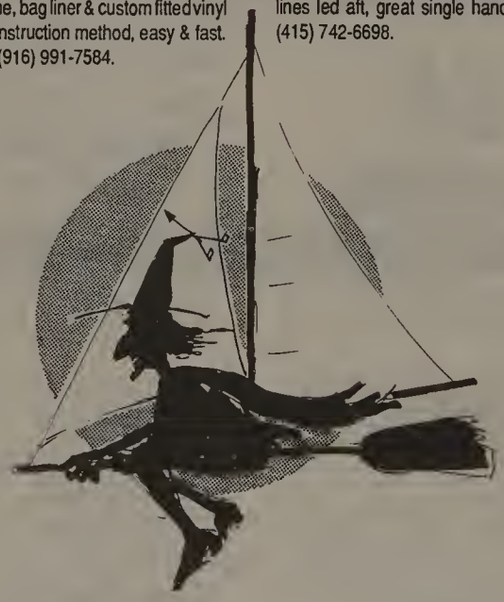
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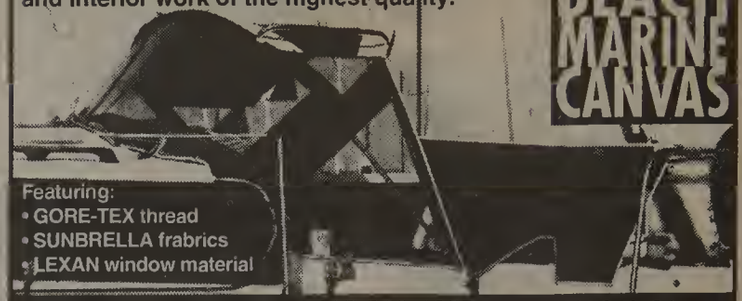
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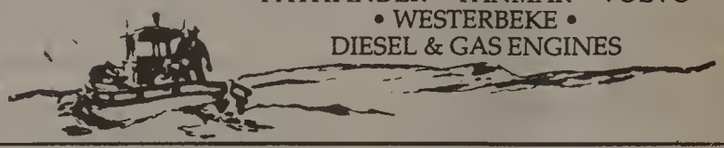
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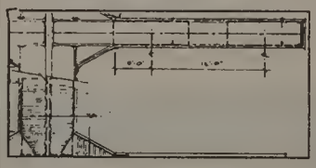
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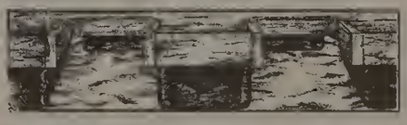


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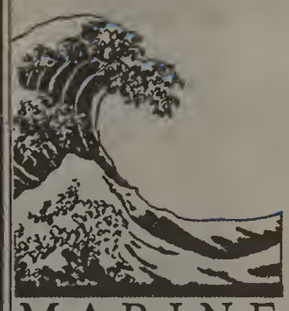
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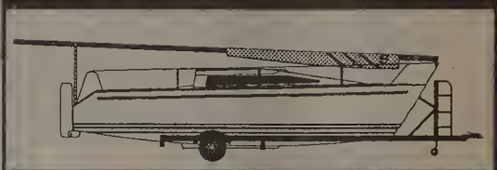
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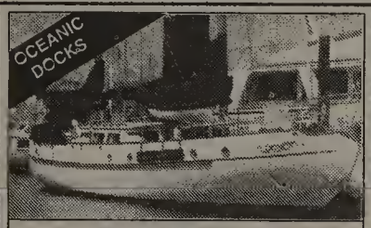
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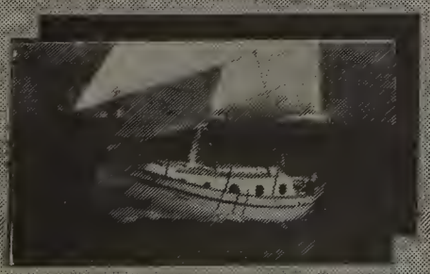


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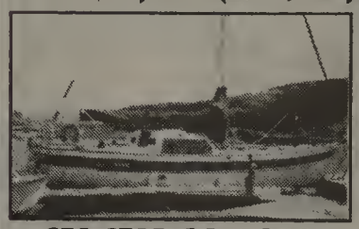
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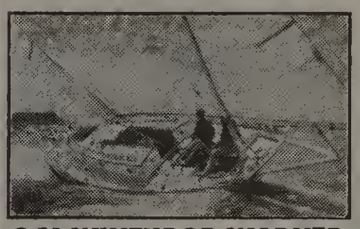
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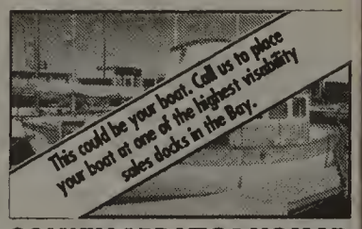
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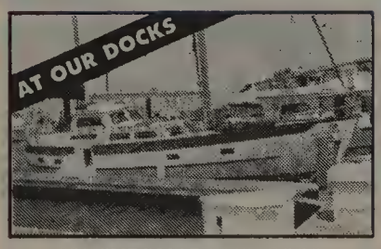
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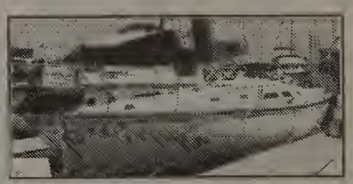
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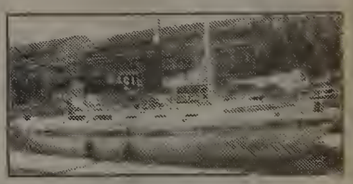
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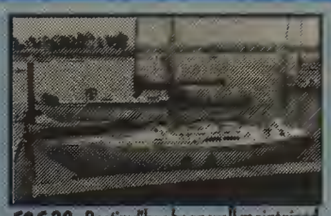
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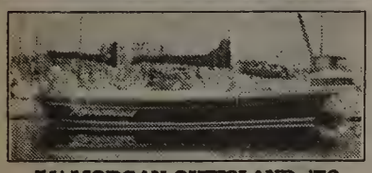
Exclusive California Hans Christian Dealer 33'-52'

FREE

BOTTOM JOB FOR LISTINGS

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CALL FOR DETAILS



51' MORGAN OUTISLAND, '76
A great boat at a bargain price.

Power Listings

49'	HYUNDAI ELEGANT MOTOR YACHT, '89	$229,000
49'	ALBIN TRAWLER, '80	$145,000
46'	SPOILER MOTOR YACHT, '83	$189,000
41'	BURNSCRAFT, '81	Offers /$ 72,000
36'	NEWMAN LOBSTER BOAT, '78	$ 78,000
30'	CHRIS CRAFT, '77	$ 35,000
30'	CHRIS CRAFT SEDAN, '68	$ 17,000
17'	STARCRAFT, '92	$ 12,500
12'	ACHILLES, '83	$ 600
10.6'	QUICKSILVER, '92	$ 1,300
8'6"	ACHILLES, '85	$ 500

58'	CUSTOM STEEL MOTORSAILER, '88	$150,000
51'	MORGAN, '76	$115,000
48'	AMEL MARAMU, '85	$215,000
48'	TAI CHIO/RHODES MOTORSAILER, '71	$119,000
46'	ISLAND TRADER MOTORSAILER, '81	$150,000
44'	MASON KETCH, '86	$230,000
44'	GULFSTAR, '82	Best Offer/ $135,000
43'	HANS CHRISTIAN T, '85	$189,000
43'	COLUMBIA, '71	$ 75,000
42'	CASCADE, '75	Special Deal! $ 67,000
42'	HUNTER PASSAGE, '90	$185,000
41'	KINGS LEGEND, '81	$ 77,500
41'	MORGAN OUTISLAND, '79	$ 69,900
40'	CAL, '66	$ 50,000
38'	MORGAN, '79	$ 66,000
38'	GLOBE, '81	$ 90,000
*38'	HANS CHRISTIAN MKII, '79	$109,000
*38T	HANS CHRISTIAN, '77	$ 89,500
37'	RANGER, '74	$ 42,500
37'	CUSTOM PILOTHOUSE Hardcore Cruiser, '85	$137,500
36'	ISLANDER, '75	$ 45,000
36'	ISLANDER, '73	$ 36,000
36'	52, '85	$ 79,000
35'	C&C LANDFALL, '81	$ 65,000
35'	RAFIKI, '80, Classic Cruiser	$ 72,000
*33'	HANS CHRISTIAN, '84	SOLD
33'	ROUGHWATER, '76	$ 35,000
30'	BABA, tiller, '83	$ 63,000
30'	YANKEE SPARKMAN & STEPHENS, '74	$ 28,000
30'	CATALINA, '80	$ 25,000
29'	COLUMBIA, '66	$ 9,000
28'	COLUMBIA, '68	$ 7,000
24'	C&C, clean, '78	$ 8,900

WORLD YACHT CENTER

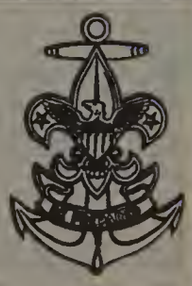
NEW SHOW DOCKS! At the Foot of the Park St. Bridge
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Fax (510) 536-2702

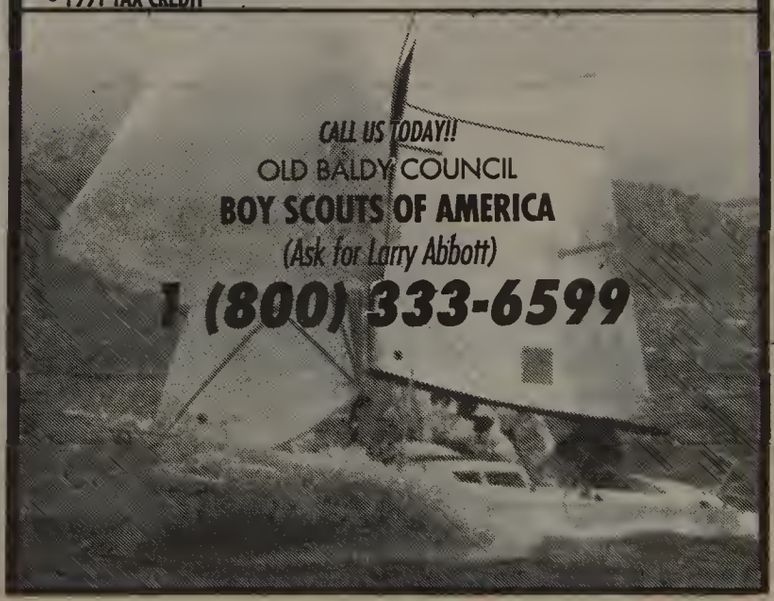
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POWER OR SAIL

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YACHTS SELL AT OUR DOCKS – CALL FOR DETAILS

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44' HARDEN KETCH

Hondlaid glass teak decks loaded w/gear incl. dodger, AP, rador, oux. gen. Roomy interior cruise/liveaboard in comfort. Our docks. **Estate sale, must sell. Try $85,000.**



44'NAUTICAT 1980 from Finland, Pilothouse ketch w/Profurl headsail, quality construction, excellent teak work inside ond out. Loaded w/gear ind. radar, SatNav & GPS. **Reduced to $130,000.**



39' FREYA. Foctory built. Tronspacific vet. Loaded w/gear, ten soils. Out of town owner onxious to sell. **Asking $75,000.**



38' PACIFIC. N.Z. built, U.S. documented, hond-loid F/G, full keel. Loaded offshore vet, incl. rodor, SatNav, Ham set, watermaker, windvone. At our docks. **Reduced to $79,500.**



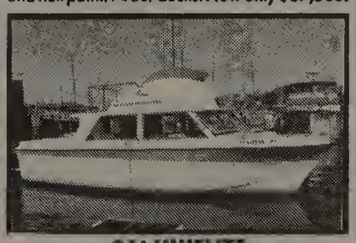
35' HUGHES

Conodian built, on excellent offshore performer. Dsl. oux., recent houl ond survey, new bottom ond hull paint. At our docks. **Now only $37,500.**



43' LAKE UNION

1923 Classic diesel yacht, quality teak cabin & interior, teak decks, fully galley & head. Our docks. **Asking $24,000/Try $20,000.**



31' UNIFLITE

Dual steering stations, twin fresh mains, new bottom job & props, refurnished interior, S.F. Marina berth. **Try $18,000.**

SAIL - PARTIAL LIST

51' PASSPORT	$299,000
47' GULFSTAR	$137,000
45' JEANNEAU	$175,000
38' DANISH SLOOP	$ 22,500
36' ISLANDER	Twa availoble from $ 40,000
36' CHEOY LEE KETCH	$ 38,000
33' MORGAN OUTISLAND	$ 22,500
32' ARIES	$ 26,000
32' ERICSON	$ 22,500
32' WESTSAIL, Sausalito berth	$ 45,000
30' ISLANDER	$ 32,500
26' RANGER	$ 6,000
23' RANGER with troiler	$ 6,200
23' SAN JUAN	$ 6,500

POWER - PARTIAL LIST

55' BLUEWATER COASTAL CRUISER 1988	$275,000
52' LAKE UNION CLASSIC	$ 95,000
52' HACKERCRAFT, restored to better than new	$150,000
44' HI STAR MOTOR YACHT	$224,000
36' STEPHENS CLASSIC	Our Docks – $ 12,500
33' TROJAN SPORT MACHINE	$ 98,000/OFFERS
22' BOSTON WHALER/OUTRAGE W/TRAILER	$ 28,500

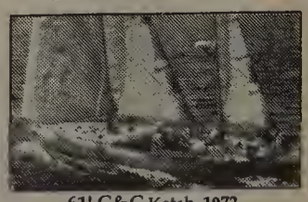
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LICENSED YACHT & SHIP BROKER

OPEN SAT. & SUN. • FREE PARKING



43' Hans Christian, 1981.
New full batten main, furling jib & staysail, Harken, new windlass, pristine condition.



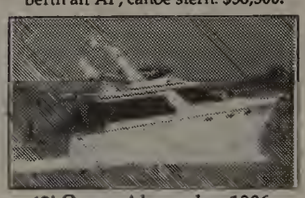
61' C&C Ketch, 1972.
Proven world cruiser. 3 dbl staterooms & crew, pages of inventory, epoxy bottom. Local agents.



35' Fantasia, 1977
Center cockpit, Yanmar dsl, double berth aft AP, canoe stern. **$58,500.**

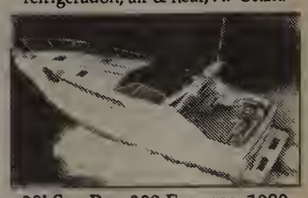


47' Gulfstar, 1979.
Extremely clean, full electronics, refrigeration, air & heat, 7.7 Onan.

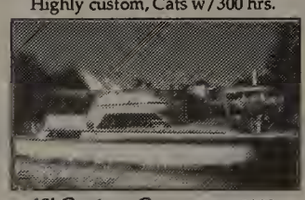


42' Ocean Alexander, 1986.
A/C, cats, custom interior, fast & pretty.

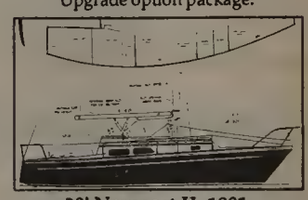
46' Ocean Alexander, 1988.
Highly custom, Cats w/300 hrs.



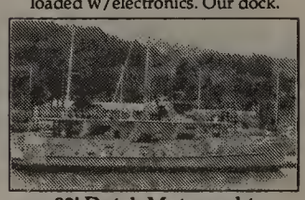
39' Sea Ray 390 Express, 1989.
Better than new. Low hours, loaded. Central agent/local. Upgrade option package.



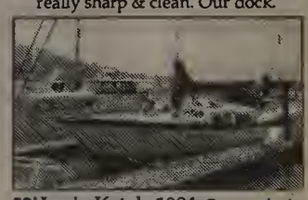
48' Custom Camargue, 1990.
Cockpit. Executive quality interior, loaded w/electronics. Our dock.



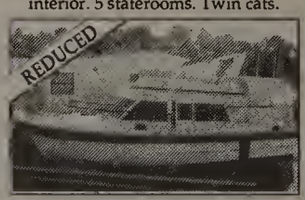
30' Newport II, 1981
Universal diesel, race & spin gear, really sharp & clean. Our dock.



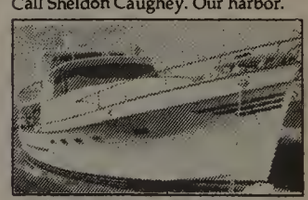
92' Dutch Motoryacht
FB & helipad. All new electronics & interior. 5 staterooms. Twin cats.



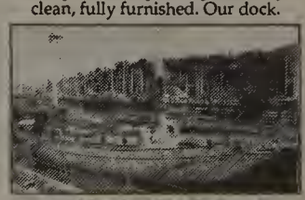
52' Irwin Ketch, 1984. Cntr cockpit, 3 staterooms, generator, radar, Bristol. Call Sheldon Caughey. Our harbor.



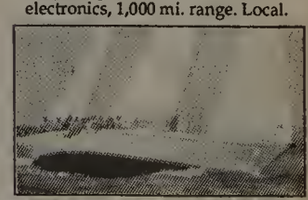
42' Defever/CHB, 1984.
160hp dsls, sleeps 6 + queen, very clean, fully furnished. Our dock.



50' Ocean Alexander Pilothouse
Flybridge, 3 staterooms, ocean electronics, 1,000 mi. range. Local.



44' Harden Ketch, 1977
Fiberglass. New Isuzu diesel, radar, windlass, owner's double, roller jib.



65' Swan/Nautor, 1985 Ketch
Ketch, custom salon, new Awlgrip paint, cruise or race. C. Agent, local.

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42' WESTSAIL
Crealock designed world cruiser that's ready to go! Yaesu SSB, Sharp A/P, genset, wind and trolling generator, Sea King air, L/P. **Try $85,000.**



38' CATALINA
Never raced! New teak & holly cabin sole, new upholstery, new counter tops, Profurl rlr furl. Motivated seller! **$44,000.**



42' FREEDOM
Simple & carefree sailing w/excellent performance! Loaded. Seller transferred! **$189,000.**



36' CRUISING CAL
Clean as the day she was delivered. Low hours on Westerbeke diesel. Good performer. **$39,000.**



47' VAGABOND
We have two of these bluewater cruisers to choose from! **From $135,000.**

SAIL	
28' Catalina, '90	36,900
28' Ericson, '84	$26,500
28' Hunter	$29,900
30' Newport	$22,000
30' Ericson	$16,500
32' Ericson	Offers
32' Westsail	2 from 33,000
33' Cheoy Lee	Offers
34' Cal Mk III	35,000
34' Pearson, '89	107,000
35' Piver Tri	29,000
36' Cruising Cal	39,000
37' Tayana	75,000
38' Catalina	44,000
40' Hans Christian "Christina"	194,500
40' Brown Tri	Offers
41' Newport	Offers
42' CT Mermaid, loaded	114,000
42' Pearson	129,500
42' Tayana	117,000
51' Formosa	139,500
51' Passport	299,000

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Emeryville, CA 94608
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SHOWING AT OUR DOCKS



45' KIRIE '96 Ron Holland performance cruiser. She has four private staterooms! Asking $179,000.



40' VALIANT, '76. Hull #21. Pre-blister era boat. In beautiful condition. $92,500.



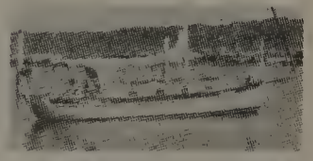
41' DOWNEAST PILOTHOUSE motorsailer. Inside helm station, 65 hp dsl, epoxy bottom, roller furl, world class cruiser. $62,500.



37' GULFSTAR, '77. Ready to cruise with everything you need. Too much to list. Asking $62,000.



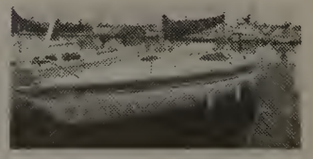
36' ISLANDER, '77. New full on epoxy bottom, clean, rod rigging, dsl. $49,000.



31' CAPE GEORGE CUTTER, '85 custom built F/G cruiser loaded with equip. incl. SSB. One of the finest built pocket cruiser on the market today. $78,000.



30' WILLARD 8 ton, '77, monitor vane, radar, cruising gennaker. $31,000.



25' YAMAHA, '80. I/B dsl, skeg rudder, roller furling. Absolutely fantastic pocket cruiser. $14,500

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We're selling boats and have customers looking for your quality listing. Call to list and *sell your boat* today!

BROKERAGE

SAIL

47'	CELERE, Sloop, Yanmar D, New	$375,000
2/29	CAL,Sloop, '75, Dsl	18,500
27'	CATALINA, Sloop, '80, Atomic 4	14,500

POWER

60'	CHRIS C. Flyb.M.Y., '74, T-G.M.12V-71	$395,000
46'	HERSHINE Trawler, '86, T 240 Perk	225,000
42'	MMC Trawler, '86, T CummingsD	132,000
42'	CARVER Sedan, '87, T-454 G	169,000
42'	GRAND BANKS Trawler, '73, T-120Fdl	121,500
41'	ALEXANDER Trawler, '84, T-135's	139,000
38'	BAYLINER, '88, T-Heno D	122,000
38'	GOLDENGATE Sedan, '85, T-200 Perk D	89,000
36'	CHRIS CRAFT Sportfish, T-Merc 350 G	89,000
34'	CHB Trawler, '80, S-120 D	55,000
32'	CARVER Mariner, '87, T-Merc 260	79,000
32'	BAYLINER Motoryacht, '87	74,500
24'	BAYLINER Ciera Sumb., '88, S-260 OMC	21,000

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SISTERSHIP

39 IRWIN, 1981. New mast rigging, sails, hydraulics, spacious, high performance. $59,000



46' SEA STAR MOTORSAILER, '82 CUTTER. Autopilot, 2 staterooms, 2 heads w/showers, forced air heat, Brewer design. 2 from $142,000.



ISLANDER PETERSON 40. New engine, custom interior. 2 from $69,000.



HALLBERG RASSY 35, '74. 7.5hp Volvo diesel, center cockpit. Kept in fresh water. Solid cruising boat. $49,500.



41' LORD NELSON, '82. Cutter, classic long distance cruiser, boat show condition, just returned from Hawaii. $139,000.



40' ROBERTS DESIGN "SPRAY" PH, '80. Good liveaboard, staysail rigged ketch, dual steering stations, 2 staterooms, Pot Belly stove, LPU painted in '91. Reduced $20,000 – Asking $48,000



41' HANS CHRISTIAN 41T, '86. Ta Shing built 2 staterooms w/queen beds, 2 heads, refrig, Autopilot, B&G instr. Sexy and spacious. Asking $169,000.

SAIL

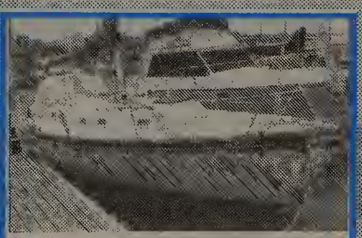
65' MacGREGOR, '87	130,000
47' RHODES M.S., '71	119,000
47' ABEKING, '25	80,000
45' STARRATT, '81	94,000
43' COLUMBIA, '69	56,000
41' HAROIN. '73	65,000
41' LORO NELSON, '82	139,000
41' MORGAN '73	70,000
41' RHODES, '66	60,000
40' ISLANDER MS, '72	55,000
40' CHALLENGER, '74	89,500
40' CHEOY LEE O.S., '71	58,000
40' FRERS, '82	60,000
40' ISLANDER/PETERSON	69,000
40' MARINE TRADER, MS, '82	85,000
40' VALIANT, 1978	89,000
38'COLEN ARCHER, '68	25,000
38' MORGAN, '79	66,000
37' HUNTER LGND, '88	84,500
37' ISLANDER, '68	49,500
37' MONK KETCH, '66	35,000
37' RANGER, '74	42,500
37' TAYANA, 1978	73,000
36' ISLANDERS '73-'79 4 from	36,000
36' J, '81	66,000
36' PEARSON, '85	85,000
35' SANTANA, '80	47,000
34' C&C, '79	33,900
34' HUNTER, '83	44,500
34' WYLIE, '79	34,000
33' HUNTER, '79	29,000
33' SWALCOW SWIFT, '78	50,000
32'WESTSAIL, '75	45,000
32' COLUMBIA, '76	24,500
32' DOWNEAST, '76	32,000
32' VALIANT, '77	45,000
30'ISLANDER, '71	17,500
30'ISLANDER, '84	32,500
30' BABA, '83	58,500
30' CATALINA, '81	24,000
30' CATALINA, '78	24,500
30' CHANCE, '74	17,500
30' LANCER	24,950
30' PEARSON 303, '84	46,666
30' YAMAHA, '79	25,000
29' ELITE, '84	29,500
29' ERICSON, '77	22,000
28'ISLANDER, '78	16,900
28'ISLANDER, '85	30,000
28' NEWPORT, '77	12,000
28' PEARSON, '86	39,500
28' PEARSON, '79	15,500
27' LANCER, '84	19,600
26'ERICSON, '88	29,500
26' CONTESSA, '74	10,000
26' ERICSON, '85	24,750
26' ERICSON, '80	20,500
24'S2, 80	10,000
24' FLICKA, '78	18,900

POWER

50' STEPHENS	39,500
49' ALBIN	145,000
47' DELTA CLIPPER, '80	83,500
46' CHRIS CRAFT CONNIE, '63	85,000
45' LANCER, '81	142,500
43' PRESIDENT, '83	149,000
42' TA CHIAO, '77	84,500
42' CHRIS CRAFT, '86	178,500
42' OWENS, '66	59,000
40' OWENS, '64	41,500
40' BLUEWATER, '78	77,000
40' CRUIS-A-HONE, '75	55,000
39' CHRIS (STINGER)	65,000
38' GSTAR SEDAN, '84	95,000
38' BAYLINER, '87	120,000
38' PACEMAKER, '70	39,000
38' CHRIS CRAFT, '85	136,000
38' HUNTER, '59	23,000
36' EGG HARBOR, '78	INQUIRE
36' CHRIS CRAFT, '64	26,000
36' JARVIS, '78	78,000
36' SEDAN TRAWLER, '82	65,000
35' CHRIS CRAFT, '68	58,500
34' HATTERAS, '64	23,000
34' CHRIS CRAFT, '57	16,000
34' SILVERTON, '90 .... 2 from	104,000
33' CHRIS CRAFT 336, '84	55,000
32' GRAND BANKS, '86	95,000
32' COOPER, '89	75,000
32' UNIFLITE, '79	57,500
30' VEGA, '74	33,500
28' SEA RAY, '86	34,000
25' SKIPJACK, '80	20,000



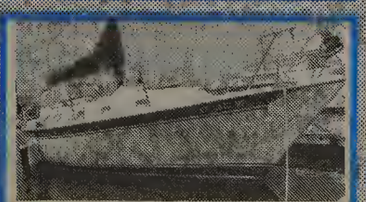
C & C 34, 1979.
Self-tailing winches, rod rigging, AP, 10 sails, new 3 cyl. dsl. $32,000.



HERITAGE 36. Charlie Morgan designed and built. Roller furling, new dodger, rod rigging, SF Marina berth. Price reduced to $65,000.



34' BENETEAU OCEANIS 350, '88. Winged keel, step transom, light chestnut interior, skylights with rigged shades innovative, loaded and bristol. Asking $74,000.



38' ERICSON, '81. Two staterooms, dodger, lines led aft, roller furling, ST winches, Autohelm 4000. Beautiful teak interior. Asking $70,000.

38'	1984, new dodger, RF jib, teak int.	$77,500
32'	1976, New diesel & RF jib, dodger	$27,000
29'	1977, Epoxy btm, Awlgrip.	$22,000
26'	1985, inboard diesel, teak int.	$24,750
26'	1988, reduced, IB dsl, Loran C	$29,500

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28' PEARSON, '86. Like new condition, aft cabin, teak int., dodger, dsl, SatNav. **$39,500.**

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34' C&C. New diesel. Book value $45,000. Owner asking **$32,000.**

40' C&C, '82. Epoxy bottom, 13 sails, ST winches. **$79,800/Offers.**

40' TARTAN, '89. Custom factory-built heavy-duty cruiser. Serious cruisers only. **$129,950.**

40' OWENS, '64. Twin engines, gen. Aft cabin, Interior professionally refurbished. Asking **$41,500.**

40' CHRIS CRAFT. Aft cabin. Looks like new. **$59,500.**

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